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**W. S. BAILEY
& CO., LTD.**

ENGINEERS & SHIPBUILDERS
KOWLOON.

HARBOUR REPAIRS

Fugs, Barges, Light Draft
and High Speed Vessels and
Motor Craft.

SOLE AGENTS FOR

"KELVIN MOTORS"

Works.....Kowloon 21
Manager.....Kowloon 883
HARBOUR CALL FLAG L.

STEAM LAUNCH FOR SALE

GREEN ISLAND CEMENT
CO., LTD.

PORTLAND CEMENT.

In Casks of 575 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers
Hongkong.

IMPORTANT ANNOUNCEMENT.

Leading Studios in London
are fitted with the latest
artificial lighting devices in
order to ensure perfection in
photography.

**The Ming Yuen
Studio.**

14, Beaconsfield Arcade
Is now fitted with the latest
lighting apparatus in order
that clients may obtain as
excellent and artistic photo-
graphs as can be obtained in
any part of the world.
We are at your service day
or night.

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25 WYNDHAM STREET
MRS. H. MORITA.
MR. H. SUGITA.

NOTICE.

METALS

of all kinds especially for
ship-building and engineering
work. Complete stock. Best
terms. Immediate delivery

SINGON & CO.,

Established A. D. 1880
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WE RECOMMEND

**CALDER'S
IMPERIAL
STOUT**

WHOLESOME

AND
INVIGORATING
TELEPHONE K. 626

THE
Empress Store
Kowloon.

Just arrived different sorts of
photo albums.

**MEE CHEUNG
PHOTOGRAPHER.**

Studio—Lee House Street
1st. Branch:—Beaconsfield
Arcade
2nd. Branch: Main Corridor
of Hongkong Hotel.

MASSAGE

**Mr. N. AKAJI
Mrs. E. AKAJI**
Graduate of Tokyo massage
School
No. 8 Queen's R.C. Phone C.439

HEALTH WITHOUT DRUGS

THE STRAIN OF MODERN LIFE

The number of people to-day
suffering from Neurasthenia, In-
somnia, or Debility in one form
or another, has increased to a
lamentable degree: this is un-
doubtedly attributable in the
majority of cases to the difficul-
ties of the times and the stress-
fulness of modern life. The less
robust and the constitutionally
weak are naturally badly equip-
ped to resist the constant strain
on the vital forces, and so fall
easy victims, being gradually re-
duced to a state of chronic ill-
health. And when the system is
below par, the whole organism
weakened, disease finds its most
favourable opportunity. There-
in lies the great danger of allow-
ing oneself to get run down, a
condition which should be care-
fully guarded against, and ter-
minated as soon as possible.
Today one must be fit, and keep
fit, or be at a serious disadvan-
tage in the daily struggle; and
though this may be so obvious,
so palpably a truism, yet many
fail to realise it, or to fortify
themselves at all effectively
against mental and physical ill-
ness.
By far the best way of restor-
ing health to the sickly, energy
and vitality to the feeble, is so
systematically to reinforce the
weakened organism as to enable
it successfully to resist all male-
volent forces. And this may be
accomplished without drugs, and
in the pleasantest way, by feed-
ing the debilitated system with
fresh energy, and thus revitalis-
ing the entire organism; by
nourishing the body scientific-
ally and introducing into it just
those elements in which it is de-
ficient the impaired vitality may
be speedily and effectively re-
stored.

Bovo-Lactin.
Thus thousands of men and
women who had become weak
and neurasthenic, and upon
whom the burden of life pressed
the heavier in consequence, have
found salvation in that finest of
all restorative foods known as
Bovo-Lactin, which is regarded
so favourably by the medical
profession. It is the perfect
food, a reconstructive of the
highest value.

Bovo-Lactin truly merits the
description of the ideal nerve
food, and owes its origin to the
genius of that famous physician,
the late E. C. Hort, F.R.C.P.,
Edinburgh. It is supplied in
three forms: Bovo-Lactin Es-
sence (for Neurasthenia, Insom-
nia, Debility, and Secondary
Anemia); Invalid Bovo-Lactin
(for Influenza, Pneumonia,
Fever, Gastric and Duodenal
Ulcers, Toxemia, Vomiting, and
Athenic conditions); and Bovo-
Lactin Chocolate (a marvellous
energiser in Debility and Wast-
ing Conditions, and a food of the
greatest possible value). It is
Stocked by A. S. Watson & Co.,

Ltd., Queen's Dispensary, Colo-
nial Dispensary, The Pharmacy,
The China Dispensary, The Kow-
loon Dispensary.

For Invalids.

The stimulating and tonic pro-
perties of Bovo-Lactin appeal to
many, not only for their thera-
peutic but also for their preven-
tive value; there is no better
restorative for tired men and wo-
men, or way of warding off sick-
ness when in a weak or run-down
condition. This ideal Tonic
Food is composed of carefully
calculated proportions of animal
protein—sometimes ox plasma,
haemoglobin, milk solids, and
carbohydrates. The vitalising
properties of Vitamin "B" in
combination with the high pro-
tein content of Bovo-Lactin Es-
sence, render it the ideal nutri-
ment in health or sickness.

In the form of Invalid Bovo-
Lactin it is, as its name implies,
intended for the weakened as-
similative powers of the sick, and
forms exactly the ideal dietary
in cases of severe illness; it is
concentrated; possesses a very
high protein content; is agree-
able to the taste; is easily
digested, and possesses remark-
able revivifying powers. It may
be administered every three
hours or oftener, two teaspoon-
fuls at a time, either alone or in
milk, brandy, or wine. It is
exactly what is required to re-
place the wasted tissues and in-
crease the body's resistance to
the onslaughts of disease.

For Children.

All three forms of this food
are of the highest value for
children: in cases of acute illness
and during convalescence In-
valid Bovo-Lactin is indispen-
sable, while for rapidly growing
children the essence, the highly
strong, the nutritive, and de-
lightful child, the Essence will
prove of the greatest service.
Again, for school children of all
ages, the Chocolate, by reason
of its tonic and stimulating
properties, has proved a bevy-
age of the utmost value, a per-
fect food. Wonderful results
were achieved by all these foods
after the war, when they were
administered to the starving
children in the famine areas.

Eminent London physicians,
both in hospitals and in private
practice, prescribe Bovo-Lactin.
they testify, with the greatest
success. As a tonic and a pick-
me-up to keep one fit or to brace
up the system before some
arduous enterprise, mental or
physical it will invariably be
found to produce the desired
effect—athletes of every kind
will corroborate this. Also many
ladies and gentlemen habitually
find it an excellent and agree-
able aid to the just performance
of all social functions and plea-
sures.

RUMOURED ASSASSINATION.

**TANG CHI-YU REPORTED
MURDERED.**

Peking, Feb. 29.—A Chungking
telegram says that the Chinese
papers report that Tang Chi-yu,
"ang Chi-yu's" brother, who ruled
Kweichow, has been assassinated.
The Szechuan papers hint that

the assassination is the work of
Liu She-shi's agent, but go on
to explain that Tang wanted to
send reinforcements to assist
Hsiang Keh-wu, a procedure to
which the Kweichow leaders
objected. Thereupon Tang Chi-
yu shot and killed a Kweichow
officer, and was subsequently
murdered.
Corroboration is not obtainable
in Peking.—*Reuter.*



DEWAR'S "VICTORIA VAT" &

Sole Agents

A. S. WATSON & CO., LTD.

Hongkong.

Canton.

PREVENTED PIRACY?

CASE AT CRIMINAL SESSIONS.

Three Chinese came before Mr.
Justice Gompertz at the Supreme
Court yesterday charged with being
in unlawful possession of seven re-
volvers and five pistols and a num-
ber of rounds of ammunition on
board the s.s. Hanoi on Jan. 6th.

Mr. H. K. Holmes, Crown Solicitor,
prosecuted and Mr. N. J. Brewer
defended. Pleas of not guilty were
entered.

Mr. Holmes in opening said the
police were searching the s.s. Hanoi
before she left the Harbour. One
of them entered a three berth cabin.
The first prisoner was sitting on one
berth, the second was lying on the
upper berth and the third on the
remaining berth. The officer told
them he was going to search. The
first prisoner got up and in his
pockets the officer found two auto-
matic pistol magazines, both charged.
A female searcher passed the door
and the officer told her to call
the other searchers. They came and
in the cabin found in the wire mat-
tresses of the berths four revolvers
and four automatics, all loaded. In
the stuff of a tea basket were
three more revolvers. Altogether
125 rounds of ammunition were
found. All prisoners told the police
they were going to Kwang Chow
Wan and intended selling the arms.

Evidence in support was called.
Mr. Brewer in opening his case
said he hoped to convince the jury
that the arms were placed in the
cabin by a fourth person and were
not carried there by the prisoners.

The Law on Possession.
His Lordship said that he
would have to point out to the jury
that this was no defence in law.

EARLIER TELEGRAMS.

GERMANY'S ATTITUDE ON REPARATIONS.

Paris, Feb. 29.
Commenting on Herr Stresemann's speech in the Reichstag yesterday, wherein he declared that Germany was prepared to discuss the Reparations question, and did not want to disturb the negotiations of the committee of experts, but that it was the duty of the German Government to undertake anything designed to the attempt at a settlement successful this Parisian interpreters the speech as a perfidious and astute invitation to the to espouse Germany's cause. If the speech is to be taken as an orientation of German policy, the Reich must prove it by acts.
The Echo de Paris disclaims Herr Stresemann's interpretation of France's waiting attitude, and says France is ready to agree to sacrifices for a general settlement, but is in no wise prepared to break the instrument she has armed herself with, unless assured it will not be necessary to use it in future.—*Reuter.*

BAVARIA STANDS ALONE.

Berlin, Feb. 29.
Herr Ebert's decree removing restrictions on personal liberty of freedom of the Press will not be fully applied to Bavaria, which retain its special decrees against any forcible alteration of constitution.—*Reuter.*

The first prisoner was then put
in the box and said women brought
the arms to the cabin.

Mr. Brewer: Did you know it is
wrong to have arms in Hongkong?
—Yes.

Witness added that none of the
prisoners knew where the arms were,
though they were aware of their
being there. They agreed to take
the arms to Kwang Chow Wan.

For the defence Mr. Brewer said
it was an offence to possess arms
without a licence in Hongkong. If
a man going out of the Colony said
to another, "You put the arms in
my cabin, and after—I get outside
I'll look for them," he had certainly
not committed a crime so far as the
Arms Ordinance was concerned.

In summing up His Lordship said
the case was one of some simplicity.

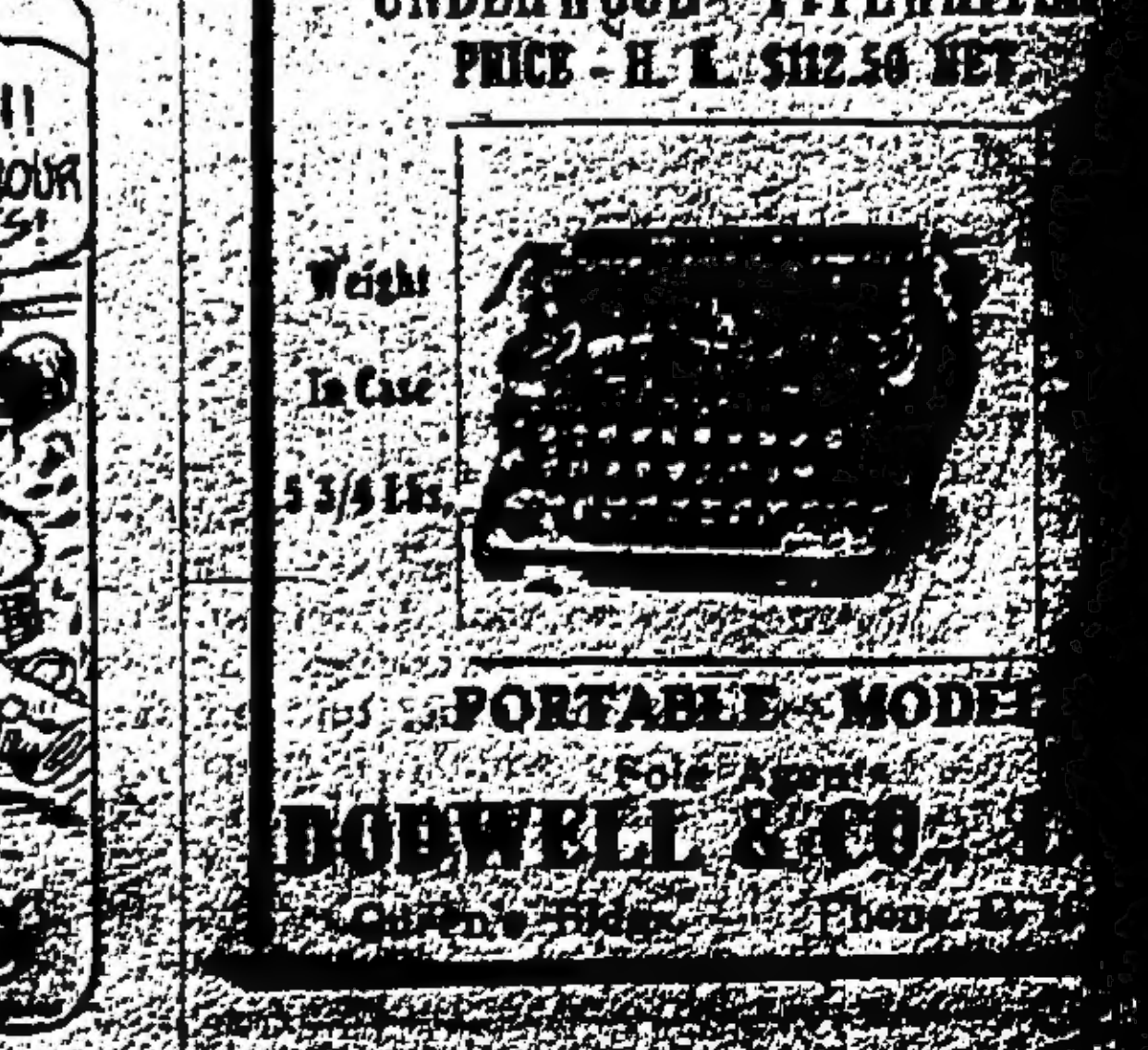
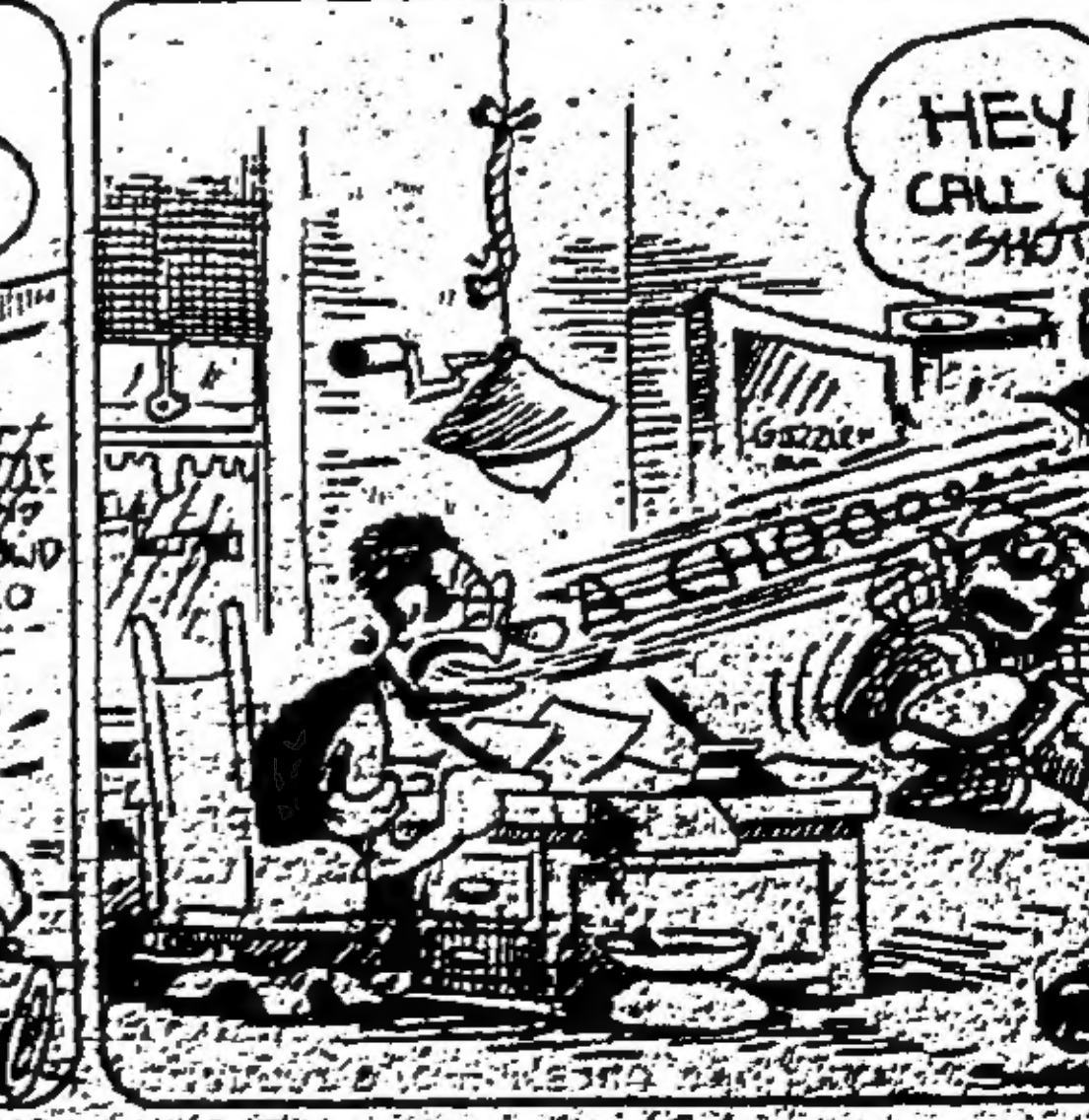
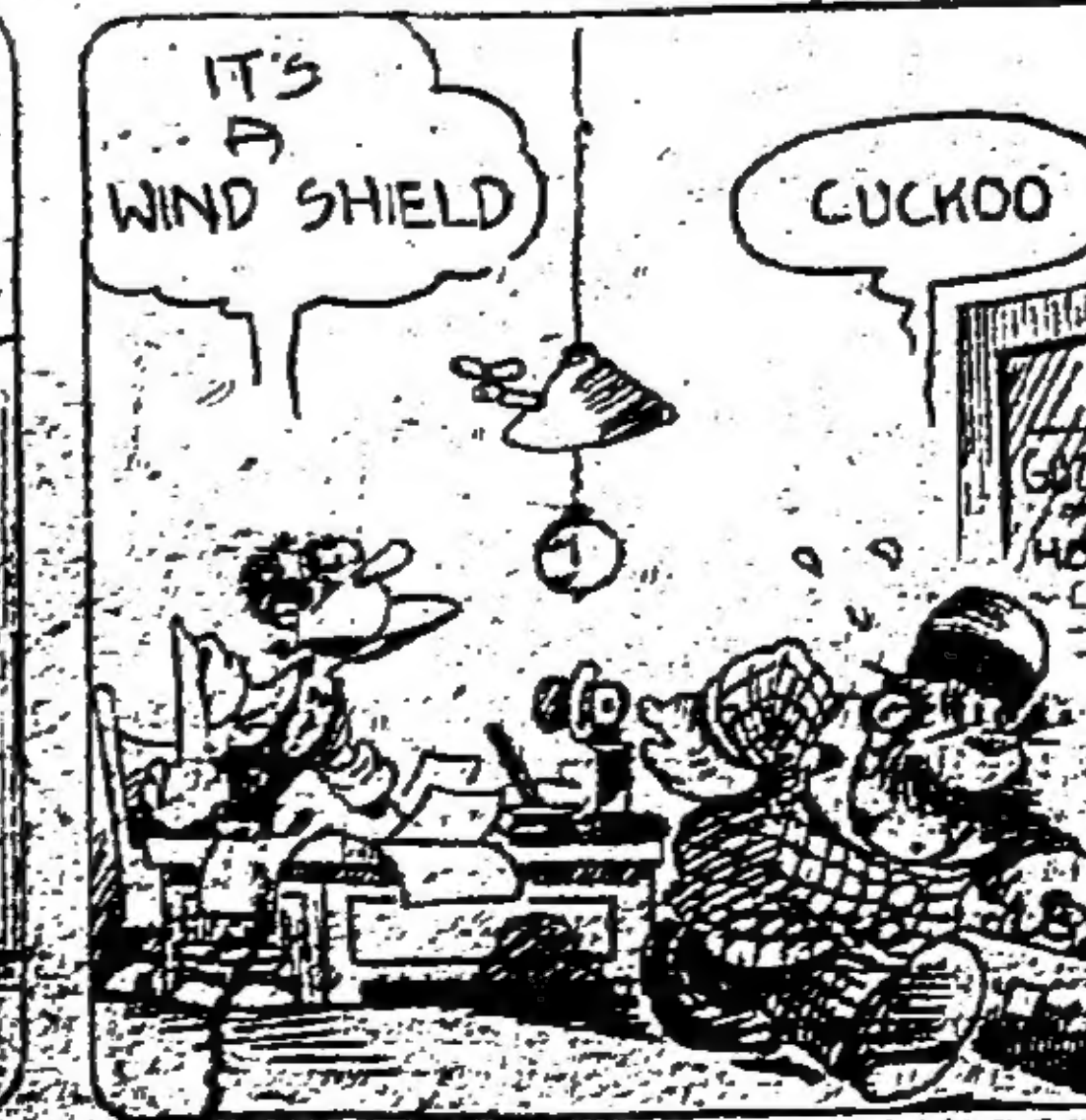
The first prisoner had said he
the arms were to be placed
on that evidence the duty
jury was clear and the case
not be simpler. If a man
paraded out of the Colony and
later establish that he
nothing of what it con-
then other considerations.
But in this case the prisoners
the arms were there. The
the jury was clear. The man
in possession and should be
guilty.
A verdict to that effect was
returned.

His Lordship: It looks
case of preparation for piracy.
Mr. Holmes: Yes, my Lord.
Prisoners were sentenced
years with hard labour and
of the "cat."

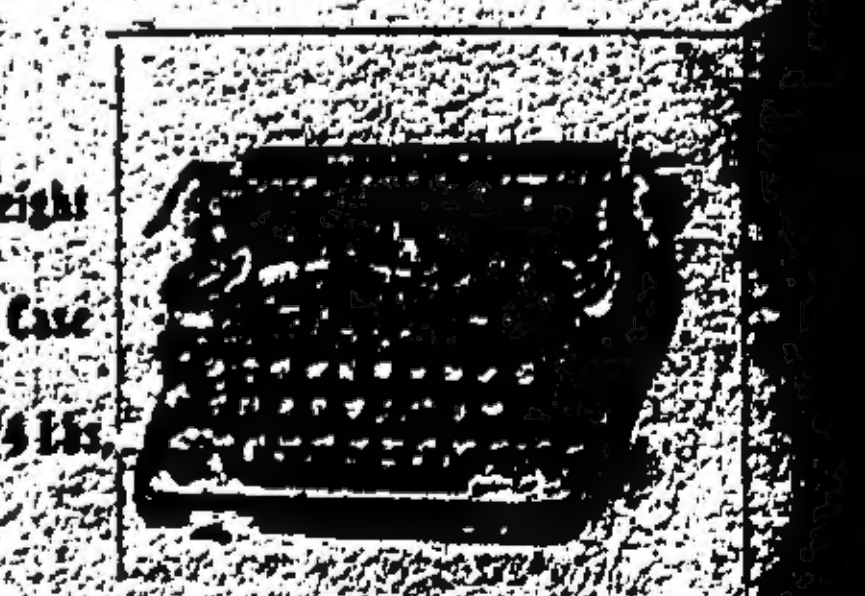
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A New Invention

BY SWAN



UNDERWOOD TYPEWRITER
PRICE - H. K. \$112.50 NET



PORTABLE - MODEL
DODWELL & CO.

SATISFACTION ASSURED

Our Dry-Cleaning Process will ensure your clothing being free from germs, dust and other dangerous matter which winter garments gather when worn.

Every Article Thoroughly Sterilized



STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAU MATI, Tel. K. 32.
HONGKONG DEPOT, 16, Stanley Street, Tel. C. 1279.
HONGKONG DEPOT, 62, Praya East, KOWLOON
DEPOT, 19, Canton Road, CANTON, 19, Sharki
KOWLOON HOTEL DEPOT.
Central, East. Write or Phone for price list.

THE STAR KOWLOON.

ONE NIGHT ONLY

SUNDAY, March 2nd
at 9.15 p.m.

Farewell Performance in the Colony
R. B. SALISBURY in conjunction with
THEATRICAL ENTERPRISES

Presents

R. B. SALISBURY COMPANY

THE QUANTS

In their greatest of all farcical comedies

UNDERGROUND

TO ANYWHERE

Booking at Moutrie's and the [Star].

Prices: \$4, \$2 & \$1.

REPULSE BAY HOTEL

SHROVE TUESDAY DINNER DANCE

ON

March 4th, 1924,

(instead of Ash Wednesday, March 5th.)

Late Car to the Peak at 1 a.m.
Last motor coach at 12 midnight.

TABLES MAY NOW BE RESERVED.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Have you been affected by any distressing symptoms of eyestrain?
Have you been tormented with all sorts of remedies and have been given
over to painful anxiety?
That's the defect of refraction. Come and consult with our
optometrists.

NATIONAL OPTICAL CO., LTD.

GRADUATE OPTICIANS

10, Queen's Road, Central.

MESSAGE OF THE COMING RELIGION

At the usual Wednesday public meeting of the Hongkong Lodge, the Theosophical Society, Mr. John Russell lectured on the above subject, the following being an abbreviated report of it.

The present spirit of unrest and dissatisfaction over the world, in all departments of life, might give a rather discouraging outlook for the future, but he who is able to read the soul of events will clearly perceive two golden threads weaving themselves into the texture of the future—the slowly increasing spirit of world fellowship, and the spirit of beauty, which is becoming ever more realized by people as inseparable from the activities of life. In these two elements something of the characteristics of a new Religion may be found which is slowly coming. We should expect the great religions of the world to take up this increasing power in humanity, to inspire and guide its expression, but unfortunately, the most calamitous of all calamities today is the failure of religion in face of the great world crises. On into almost any church and see how far what you feel and what you hear there is going to change the world's affairs. No one in any Parliament will ever turn for his inspiration to the Sermon on the Mount. The partition between religion and the outer affairs of men inevitably results in the decay of religion, because religion should be essentially reconstruction. Being unable to reconstruct a man, a nation, a world, it is not a Religion but a mere creed professed. But where a religion decays there is always another born, and we surely can say that slowly a new religion is being born in the hearts of men today, in their craving for beauty and worldwide fellowship.

Real Religion.

True religion comes out of the inner nature of the people, as an expression of their inner life, and thus we can see the birth of a new religion long before any one particular great personality proclaims it as a religion. There is a common life in all nations which purifies and offers itself up to the great stream of life from God, and until in each individual there is seen a hidden divinity, the Gospel of Fellowship will not be a living reality. Slowly the idea of the divinity of man has spread. We have to-day large numbers of people who have added on to whatever they believe about God such doctrines as proclaimed in Christian Science, New Thought and Theosophy, all tending to bring man to the front of the stage, not as a creature of God but as a divinity revealed more and more. People are guided to a higher ethical code by the trust in their divinity rather than by fear of the punishment which religious sanction imposes.

Similarly, it is with regard to Beauty. The value of nations and their maturity lies in their creative expression through the arts, literature, drama, not in the strength of their armies and navies or in the quantity of their imports and exports. Permanence comes into a nation where the inner soul, its spirit, is creating in all those ways of the higher mind which we call art. Thoughtful men and women to-day begin to realize that beauty is all inner and outer affairs of life of the individual and the nation is not an excrescence, a luxury, but an inseparable essence, a necessity. The great educational profession throughout the world is beginning to find out the power of beauty as an influence in character building. In brief, we find that men have to realize both the divinity in themselves and the beauty inseparable from life, if the great religion of the future is going to be more than a profession and practice by a few. Now, all these ideas about Internationalism, about the gospel of Art, are for the most part outside the churches. Throughout all the countries the dreamers are not to be found in the churches; these dreamers have organized societies, associations, conferences, they are doing all kinds of things, but for the most part there is a gap between their activities and the activities of the Established Churches. Now, that very fact itself is the sign of the Coming Religion.

Future Cults.

As in ancient Greece and Rome the many outer associations and cults coalesced within a few generations and came under the domination of the new Religion which sprang from Palestine, with the mighty religion of the State travelling into the background, there is to-day slowly drawing something akin to a new cult, that of Fellowship and Beauty. What will happen is that

AUCTION OF RACE PONIES.

SOME WELL-KNOWN RUNNERS SOLD.

Over fifty ponies were disposed of by public auction at the Hongkong Jockey Club stables last evening. There were a few class ponies among them, but for the most part the programme was made up of "also rans." The prices fetched were fair, being slightly better than last year. Mr. W. B. Harr, of Messrs Hughes and Hough, conducted the auction.

The ponies auctioned and prices paid appear below:

Pony	Purchaser	P.
Gorgeous Dahlia	Mr. E. Reek	\$65
Roman Bay	Mr. J. A. Bowen	30
Eclipse Dahlia	Mr. J. A. Bowen	35
Leander Dahlia	Mr. Hoo Poo	30
Diadem Dahlia	Mr. Hoo Poo	20
Hematis	Mr. Leung Ping	30
Inca	Mr. Romillon	45
Jewel Dahlia II	Withdrawn	
Blossom Dahlia	Mr. Hoo Poo	40
Dollar Bill	Mr. Leung Ping	20
Hurry Off	Mr. Leung Ping	35
Tangalooma	Mr. Leung Ping	15
Aladdin	Mr. Hikada	30
Ali Baba	Mr. Hikada	60
Dick Whittington	Mr. Peel	45
Peter Pan	Mr. J. A. Bowen	50
Loch Lomond	Mr. Leung Ping	25
Loch Spey	Mr. Hoo Poo	60
Loch Nagar	Mr. H. Birrell	70
Loch Katrine		

PIMPLY OR SALLOW SKIN

is most of due to liver and bowel inertia. To gently stimulate the liver and dispel constipation there is nothing better than



Bilious attacks vanish, headaches disappear, the breath becomes pure and the skin clear with the aid of Pinkettes. Of chemists, or post free, 60 cents per vial, from Dr. Williams' Medicine Co. 69 Kiangse Road, Shanghai

MUSICAL PLAY SUNDAYS

Introducing "The Love Letters" - You can always tell a "Wonderful World" - It's a most surprising thing. "I'm but a simple maid" - Glow the day is bright. "Star of Fate" - Finale. Act 2.

955 "CATHEDRAL" - (a) Overture (b) March, Act 1. (c) Song. (d) New Surprising Thing. GAIETY THEATRE ORCHESTRA.

956 "THE BIRTH OF A NATION" - Selection. In Two Parts. LONDON THEATRE ORCHESTRA.

957 "HEAR OVER HILLS" - Selection. In Two Parts. LONDON THEATRE ORCHESTRA.

PURE MUSIC NO SCRATCH

ANDERSON'S

WAHL PEN

Comparison to EVERSHARP

WHEN you own a Wahl Pen you have the handiest and most scientific of all fountain pens. Its metal barrel eliminates the thick rubber-barrel of the ordinary pen—thus giving more ink space. It is beautifully engraved in gold, silver or plate.

For Sale at Leading Shops Everywhere

Wholesale Distributors: Standard Products Co., 14, Canton Road, Shanghai, China.

WATCH YOUR CAPSTAN

NOTICE THE ABSENCE OF SPLUTTER.

THE SLOW BURNING.

WHAT A DELIGHTFULLY

COOL SMOKE IT IS.



MANUFACTURED IN ENGLAND & SOLD EVERYWHERE

NEW ADVERTISEMENTS

PREPAID ADVERTISEMENTS

25 WORDS—
\$1.00 for 3 insertions
\$1.50 if not prepaid

State if Box No. is required

WANTED.

WANTED—CLEKS.
Salesmen and Comptrollers. Only experienced persons should apply P. O. Box No. 669.

YOUNG Chinese, good education and address, experienced Shipping, seeks work on ship any capacity, not afraid hard work. Please communicate Box No. 1077 c/o "Hongkong Telegraph."

TO BE LET.

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET.—3 Roomed Unfurnished Flat at the Peak. Apply Box No. 1076 c/o "Hongkong Telegraph."

TO LET.—From March 1st, 1924, for 6 months, "The Nook," 255, The Peak: six-roomed bungalow with garden and tennis court, partly furnished. For further particulars, please apply to the Agents, Sang Kee, New Bank Building, 2nd floor.

TO LET.—New and Airy Office Rooms on Ground First Floors 5, Duddell Street. Can be used as Bank or Commercial Offices. Rent Moderate. Apply: Room 10, First Floor.

TO LET.—Furnished. For term to be agreed. "Camden" 409, Seven Road, Peak. Newly built. Furnished throughout by Lane, Crawford Ltd. Flush sanitation. Facing N. E. and S. F.C. Jenkin, barrister, Prince's Building.

FOR SALE.

SWIFT MOTOR CAR for sale. 15.9 h.p. five-seater, two spare wheels, good running order, tyres in excellent condition. Will sell \$1,000 or near offer. Apply Box No. 1073 c/o "Hongkong Telegraph."

FOR SALE.—Steamlaunch in excellent condition. Built 1917: 70 H.P. Length 59'. For further particulars apply to Java China-Japan Lyn.

FOR SALE

HOUSES for sale: one in Peak District and one at Homun-tin. We have buyers for other houses and request particulars from sellers. Tel. 4306, Hongkong Small Investors' Share and Real Estate Co.

NOTICE.

NOTICE is hereby given that Mr. LAI HIN MAN the Owner of THE KOWLOON HOTEL, Kowloon has as from the First day of March, 1924, leased THIS KOWLOON HOTEL with all the Furnitures and etc. therein to Mr. FRANK LEWIS COOKE upon Terms mutually agreed.

NOTICE.

WE have this day taken over from Messrs. Karsten Lanson & Co., (Hongkong) Ltd., the Fire and Marine Agencies:—

ASSURANCE FRANCHISE

L'URBAINE FIRE INSURANCE CO., of PARIS and are prepared to issue policies at current rates.

UNION TRADING CO., LTD.
Hongkong, 1st March 1924.

NOTICE.

TAKE notice that the Under-signed is no more in the service of Currimbhoy & Co., Ltd. Having few years experience of import & export business any one requiring my services please communicate with me care Box No. 1075, Hongkong Telegraph.

ALMOHEMED FAZUL

GREEN ISLAND CEMENT CO., LTD.

THE THIRTY FIFTY ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on Tuesday the 4th March 1924, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Account and Report of the Directors for the year ending 31st December, 1923, and declaring a dividend.

The TRANSFER BOOKS of the Company will be closed from Tuesday the 19th February 1924 until Tuesday the 4th day of March, 1924, both days inclusive. By order of the Board of Directors.

SHEWAN TOMES & CO.,
General Managers.
Hongkong 11th Feb. 1924.

Other notices appear on page 3, & 14.

WHEN BROADCASTING RESUMES,

You will be sorry to miss any part of the good things that will be going through the air.

We would specially draw your attention to

THREE RADIO ITEMS

Now in stock in Hongkong of which we are sure you will approve.

R.C.I. The Monotype one-tube set with single control, dry-cell tube, remarkable distance powers, comes to you absolutely complete \$ 67.50

R.C.A. One two-tube set to have receiver which begins at 1500-miles reception—work, complete with loud speaker and all accessories \$350.00

PATHE LOUD-SPEAKER.—The only loud-speaker which brings in the music and voice without distortion. No extra battery required. \$ 48.50

RADIO COMMUNICATION CO. (ORIENT) LIMITED.
P. O. Box 306.

Telegram: "Broadcast" Hongkong.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the Thirty-fifth Ordinary General Meeting will be held at the Company's Offices, St. George Building, on Monday, 3rd March 1924, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1923, and electing Directors and Auditor.

The Transfer Books of the Company will be closed from 23rd February to 3rd March 1924, both days inclusive. By order of the Board of Directors.
GIBB, LIVINGSTON & CO. LTD.
Agents.
Hongkong, 12th Feb. 1924.

UNION WATERBOAT COMPANY LIMITED.

NOTICE TO SHAREHOLDERS

THE Nineteenth Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell & Co., Ltd. on Thursday the 6th March 1924 at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of accounts to 31st December 1923.

The Transfer Books of the Company will be closed from the 22nd February to 6th March 1924 both days inclusive.
DODWELL & CO., LTD.
General Managers.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF CALL.

Issue of 95,000 Shares of the Nominal Value of \$1 each. (\$7.50 paid up.)

NOTICE is hereby given that the Final Call of \$2.50 per Share on each of the 95,000 Shares allotted on the 8th day of November, 1922, has been made by the Company, and that such call will be payable to the Company's Bankers, The Hongkong & Shanghai Banking Corporation, in Hongkong, on the 16th day of March 1924.

The Transfer Books of the Company will be closed from the 8th to 15th March, both days inclusive.

For and on behalf of the Hongkong Engineering and Construction Co., Ltd.
S. COCHRANE COOKE,
Secretary.

Dated this 22nd day of Feb. 1924

AMUSEMENTS THEATRE ROYAL HONGKONG.

Under the patronage and presence of H. E. the Governor and Lady Stubbs.

GRAND ORCHESTRAL CONCERT.

The full Band of the 1st East Surrey Regiment (30 performers) in a choice selection of light classical compositions.

Also: Professor Gonzalez: Mr. E. G. d'Aguino

MARCH 13th, 9.15 p.m.

Booking **Anderson Music Co., Ltd.**
\$3, \$2, & \$1.

THEATRE ROYAL Hongkong.

R. E. Salisbury in conjunction with Theatrical Enterprises presents

R. E. Salisbury's Co. **THE QUANTS**

SPECIAL MATINEE

TO-DAY, March 1st, at 4.30 p.m. "THE BEGGAR'S OPERA"

TO-NIGHT AT 9.15 LAST PERFORMANCE SECOND EDITION OF "THE NINE O'CLOCK REVUE"

Prices \$4, \$2, & \$1. Booking at Montreux's

NOTE.—The QUANTS will give one Special Performance at the STAR THEATRE, Kowloon, To-morrow Sunday, March 2nd at 9.15.

1st PUBLIC RECITAL

MASTER EMIL DANENBERG.
(Age 6 1/2 years)
Assisted by Mrs. D. R. Brown and Professor Danenberg.
St. ANDREW'S HALL (CITY HALL)
March 11th. 5.30 p.m.

Under the patronage of Lady Stubbs.

Tickets: Anderson Music Co., Ltd.

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The Steamship

"DERFFLINGER"

having arrived from Bremen, Hamburg and Paris. Consignees of cargo are hereby notified that their cargo is being landed at their risk into the Hongkong and Kowloon Wharf & Godown Co., Ltd., godowns at Kowloon, where delivery can be obtained.

All goods remaining undelivered after 7th March 1924, will be subject to rent.

No fire insurance will be effected by us in any case, whatever. Damaged packages must be left in the godown for examination by the consignee and the Company's Surveyors, Messrs. Carmichael and Clark, at 10 a.m. Friday, the 6th March 1924.

No claims will be admitted after the goods have left the godown and all claims must be presented within two weeks of the steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the undersigned for counter-signature.

MELOHERS & CO.,
Agents.

NOTICE TO CONSIGNEES

RICKMERS LINE.

From **HAMBURG & ANTWERP.**

The Steamship, "RAVENROCK"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon to-day.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 6th proximo.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 7th proximo will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by.

CARL BODIKER & CO'S
Agents Rickmers Line.
Hongkong, 1st March 1924.

Lammert Bros. PUBLIC AUCTIONEERS

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 4th March 1924, commencing at 2.30 p.m. at No. 4 Broadwood Road

A quantity of valuable household furniture

comprising—
Chesterfield couch and chairs, teak dining table and chairs, teak silver cabinet with glass shelves, teak sideboard with bevelled mirror, dinner wagon, silver-plated standard lamp, brass (for day) bronzes, china vases, pictures, ornaments, marble clocks, curtains, carpets, rugs, etc.

Single and double iron and brass bedsteads with spiral springs, single and double teak wardrobes with glass doors, camphorwood wardrobe, teak dressing table, wash stand, toilet set, screen, overmantel, chest of drawers, book cases, etc., etc.

Lawn mower, garden pump, plants in pots and garden tools

also
Several pieces of blackwood invalid table, White Frost refrigerator, barometers and combination safe

One piano by Brinsmead and Son, London.

One Victrola VVIX and several records.

(Most of the above furniture made by Powell & Co.)

Catalogue with issued.

On View on Monday the 3rd March 1924.

Terms—Cash on Delivery

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PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

TUESDAY, WEDNESDAY and THURSDAY

the 11th, 12th and 13th March, at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

Old and Surplus Naval Stores, etc., etc.

Comprising—
Money Chests, Dingies, Whalers, Cutters, Electrical and Wireless Telegraphy Fittings, Electric Cables, Cooking Stoves, Ship's Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Belts, Carboys, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Mottified Hoops, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Wooden and Metal, Copper, Lead and Gun Metal, Copper and Brass Tubes, Coal, Steam, Wood, Iron and Gun Metal, Blacking, Lamps, Cans, Steel Tubes, Old Steel Wire Rope, Military Old Chain Cables, Drilling, Packing, Milling, and Grinding Machines, Lathes, Power Driven Saws, Planes and other Engines, Tenders, Comminutors, Cloths, Iron Drums, Old Packing Cases, Packing Boxes, Old Chairs, etc.

Also sale of Old and Surplus Victualling Stores at Kowloon on **FRIEDAY, 14th March**

Comprising—Table Linens, Implements, Sails, Flannel, etc., Remnants, Blankets, New Boots, Shoes and Caps, Sundry Articles of Mess and Table Gear and Clothing, Condensed Provisions for Poultry Feeding, etc.

Terms of Sale—As detailed in Catalogue.

HUGHES & ROUGH, LTD.
By Appointment Auctioneers to the Admiralty.
Hongkong, 11th Feb. 1924.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on **WEDNESDAY**, the 5th March, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., &c.

Comprising—
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggon, Dining Sets, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side tables and Cabinets, &c., &c.

Also
2 New Carpets size 3 x 4 (Full Particulars from Catalogue).

Terms—Cash on delivery.

HUGHES & ROUGH, LTD.
Auctioneers.

Hongkong, 29th Feb. 1924.

WM. POWELL, LTD.

NEW ISSUE, 1924.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED from Monday, 3rd March, until Monday, 10th March, 1924, both days inclusive.

By Order of the Board.
A. A. MORTIMORE,
Secretary.

Hongkong, 27th February, 1924.

HONGKONG AND SHANGHAI BANKING CORPORATION

THE Final Dividend declared for the Year ending 31st December 1923, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling is payable on and after the 25th day of February 1924, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court.
Directors.

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 "RHEXENOR" 24th Mar. London, Rotterdam & Hamburg
 "MERIONES" 31st Mar. Havre, London & Rotterdam

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(Direct or via Continental Ports)
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 "BELLEROPHON" 20th Mar. Genoa, M'les, L'pool & Glasgow
 "PERSEUS" 1st April. M'les, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
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 "PHILOCTETES" 9th Apr. Victoria, Seattle & Vancouver

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(via Suez or Panama)
 "KNIGHT TEMPLAR" 21st Mar. via Suez & Boston
 "ATREUS" 11th Apr. via Suez & Boston
 "KEEMUN" 1st May via Suez & Boston

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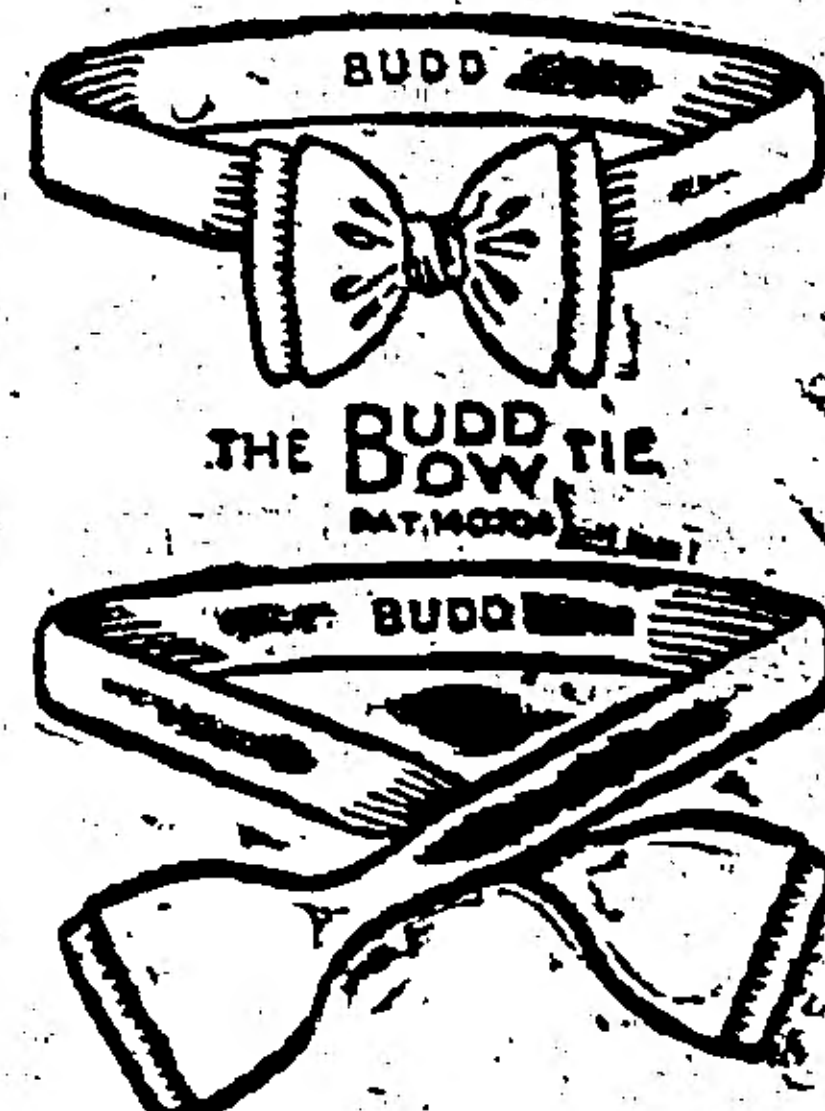
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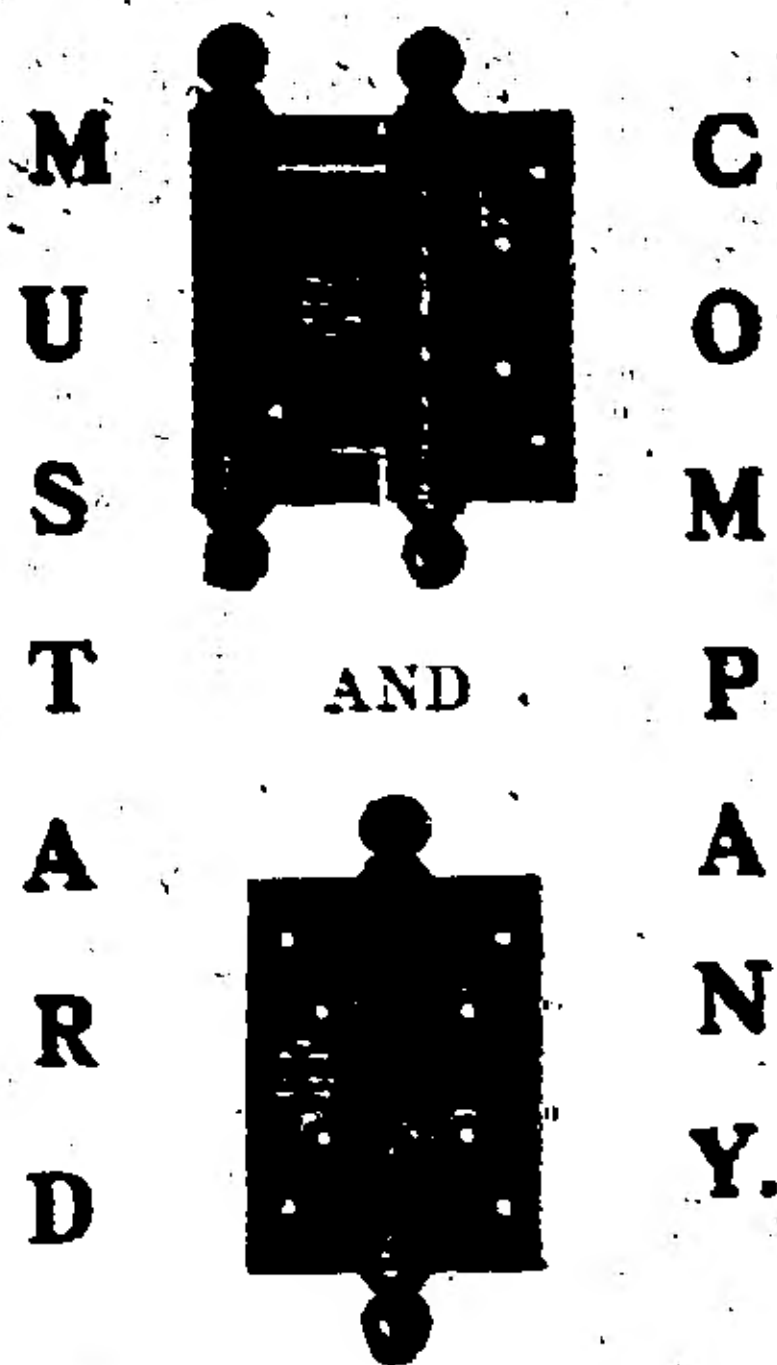
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17, Connaught Road, Central.

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The Telegraph.

HONGKONG, 1st March, 1924.

LACROSSE?

A matter of interest to the sporting community is raised in a letter which we publish elsewhere to-day—namely, the possibility of introducing lacrosse into this Colony. Hailing from one of the Dominions, our correspondent is surprised that such a fine game finds no place amongst Hongkong's winter sports, and he is convinced that, once taken up, lacrosse would leap into popularity here. The game, as is well-known, is the national pastime of Canada, but it is also largely played in the United States and in Australia. In the latter country, it is tremendously popular, for in all the big cities there are almost innumerable leagues, split up into various grades of clubs, so that the game has grown immensely in favour during recent years. In England, also, lacrosse has gradually been getting a firm foothold. So long ago as 1868, the English Lacrosse Association was formed, but it was not until the year 1920 that the game was played to any extent at Home. Now, however, there is a county championship, following the creation of numerous clubs all over the country, whilst inter-varsity matches are quite a feature.

It would certainly be interesting to see the game taken up locally. We have been told that lacrosse is extremely fast and exciting, and that hockey players in particular would soon settle down to it. It is an essentially British game, and, seeing that volley-ball, basketball and baseball have been adopted locally, we see no reason whatever why this new branch of sport should not command a big following if the matter were taken in hand with enthusiasm and wise direction. This is not the time of year in which to begin actual playing, for the summer will soon be upon us, but it would appear to be the appropriate moment for getting those interested together for the purpose of discussing the project and working out the numerous details. Our correspondent, whose address is given with the letter, will be extremely glad to take the question up with local sportsmen, and we are not without hope that, as a consequence of his communication, a new winter game may eventually be added to the long list which at present provides our young men with healthy and stimulating exercise.

Local Motor Vehicles

The suggestion of a correspondent yesterday, as to a tax on foreign makes of motor vehicles imported into Hongkong, is of the type which is sure to raise several very controversial issues. For that reason we shall not comment on it either for or against. As regards the different makes of cars here, there certainly seems room for more British vehicles, but that appears to be due principally to the able and insistent manner in which the foreign makers have sought out customers. There is need for great improvement in the tactics adopted by the Home manufacturer. Increased advertising, a better system of agencies, carefully linked across the field offered, would do much to bring British cars and lorries into better prominence. There is an ever-expanding market here. Hongkong alone is greatly increasing its imports of vehicles for use in the Colony, and on the mainland of China is a vast population of prospective users of cars, in greater numbers every year as road improvements and so forth come into being. It is within the next few years that the manufacturers who have been fully alive to their opportunities will be reaping the first returns of a rich harvest.

Imperial Wireless.

It looks as if the private interests that have been for so long a time in disagreement with the Home Post Office have at length subordinated their views to Imperial needs, and that the great scheme which should have been decided upon at least a year ago is to be put in hand without further delay. Evidently those responsible for the direction of affairs are looking well ahead, and leaving nothing to chance. Thus we read of the intention to have enormously powerful stations, of "world range," with extensions of present plant, and eventually a chain of radio communication which will link the Empire together as never before. The system of big stations is such that even the dropping out of one of these giants, say through an accident of war, would not break the line of aerial communications. Then, private enterprise is to be given full opportunity to work the wireless systems of its own. In time of national emergency, the Government is to step in and control this huge web of communication. A fine scheme; and better late than never.

HONGKONG IMPORTS.

MARKET STILL QUIET.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Piece Goods.—After the complimentary sales mentioned in our last report, our market has ruled quiet with values well maintained. Small sales for immediate needs are recorded, with no change in prices.

Fancy Goods.—We have to report a dull market; there has been a certain amount of enquiry though little business has gone through on account of high Manchester parities. Small sales have been made in broadcloths and warp satteens.

Cotton yarn.—During the interval our market has ruled very quiet and no business has been put through. This is due to the heavy decline in American Cotton. Dealers are parting with their holdings at 50/8 per bale below the purchase prices last reported. Quotations are:—No. 10s. \$225/240. No. 12s. \$225/242. No. 16s. \$240/255. No. 20s. \$225/250. Arrivals 1,300 bales. Shipments nil. Sales nil. Unsold 8,650 bales. Bargains 2,500 bales.

Woolens.—The market is quiet. Raw Cotton.—There are no sales to report, and quotations are purely nominal. Indian descriptions at \$43/58. Chinese staple \$45/60.

Metals.—Market quiet. Very little doing.

Flour market report.—Stock: about 1,200,000. Market quiet. Quotation:—American Patent \$3.50 per sack; American Straight \$2.75 per sack; American Cut off \$2.87 per sack.

Sugar.—Market steady.

Saltpetre.—Brisk demand forthcoming for 5% refraction cargo.

DAY'S DOINGS

WE ARE GOVERNED BY SYMPATHY, AND THE EXTENT OF OUR SYMPATHY IS DETERMINED BY THAT OF OUR SENSIBILITY.—Huxley.

The Gazette contains rates on parcels from Hongkong to certain foreign countries.

It is notified that the name of the Pacific Banking and Exchange Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Captain Arthur Edward Watts, M.A., to be a Member of the Board of Education.

An official notification has been issued in Canton stating that the newly-appointed Civil Governor, Yeung Hsu-hum, will assume office to-day.

In jumping off a motor bus on which he was stealing a ride near Kowloon yesterday, a Chinese boy was injured and had to be removed to hospital.

Tenders are being invited for the preparation of site and the erection of Sanitary Inspectors' quarters adjacent to the Mataukok Slaughter House.

His Excellency the Governor has appointed Mr. E. D. C. Wolfe, provisionally and subject to His Majesty's pleasure, to be a Member of the Legislative Council.

At the P.W.D. offices on the 15th instant, Tsing T Marine Lot No. 1, comprising about 574,000 square feet, is to be sold by auction. The upset price is \$3,664.

There is published in the Gazette a draft of the Bill to increase the limit of the ordinary note issue of the Hongkong and Shanghai Banking Corporation from \$25,000,000 to \$30,000,000.

Tenders are being invited for new architectural offices, for the Public Works Department. The work consists of the erection of a three-storey block of offices built in brick with tiled roof on existing foundations.

It is notified that, at the expiration of three months, the Nam Mei Land and Investment Company Limited will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

Four unemployed earth coolies, who were found on board the s.s. Hydrangea without tickets on Thursday, shortly before the ship sailed, were sentenced to two months' hard labour at the Marine Court this morning.

There will be a lecture at the Helena May Institute on Monday, March 3rd, at 5.30 p.m. given by S. J. Schofield Esq., Ph.D., F.R.C.S. Subject: "The Causes of Earthquakes." The public are cordially invited.—Advt.

MANILA EARTHQUAKE.

Manila, Feb. 20.—An earthquake, of intensity four, was felt at Baguio at 5.10 p.m. on Thursday. It was also registered in Manila. Ashes and dust, supposedly from a volcano in the Loobos, fell on Batanes Islands on the same day.—Reuter.

SWATOW LIGHTING.

NEW GENERATING PLANT.

We are informed that a new generating plant has recently been installed by the Swatow Kaiming Electric Company, and it has been carrying the whole of the lighting load of Swatow since January 20th.

The plant consists of a 1,450 H. P. triple expansion steam engine made by Messrs. James Howden and Company and a 1,000 k. w. generator made by the General Electric Company. The whole of the plant has been supplied by the General Electric Co. of China, Hongkong.

The old plant was very much overloaded and since the new plant has been running, there has been a very great improvement in the electric light.

Bulls and Innings

From the Office Butts

Ice House Street was flooded with bad beer yesterday. This is a fact, although many rumours from that locality are at times all sops.

A Frenchman has invented a motor that runs on charcoal. A friend of ours has one that runs on credit!

Mr. Bok says he's ready to put up another prize. Peace at any price, apparently.

A radio device for curling the hair should prove useful. Besides, tuning in on the Marcel wave should be quite inexpensive.

Many homes experience "local interference" when bobbing takes place for the first time.

Should bobbing be the latest whim of a flapper daughter, dad usually proves to be a bit of a "loud speaker."

Of course, some local ladies use "switches" as "transformers."

Quite a "high tension" is brought about if Aunt Enna loses her switch.

It is rumoured that some of our young men are after the L.L.D., which, being interpreted, means the Land-Lady's Daughters.

Home Note: If your trousers get baggy at the knees, try wearing them backwards for a few days.

Many a Hongkong man has learned that letters from an old flame are fine for starting a fire.

One of the contestants in the marathon race of Thursday gave up at the Po Hing Theatre. He was past the hoping stage.

Some folk are moving heaven and earth to have a Manila carnival here next year. Let's hope they slip.

A gentleman was proposed to at last night's Ball, despite the fact that black cats are considered lucky.

From all accounts, the Bank has a Lang stocking.

We heard a piper round Wardley Street way the other night, giving out nice clean notes.

To them that hath shall not be given. Margaret Sanger, the birth control advocate, married an oil millionaire magnate over a year ago.

It was a fortunate circumstance that the first Ball in Hongkong at which ladies were expected to choose their own partners should have been held under the auspices of the Society for the Prevention of Cruelty to Animals.

We have not heard anything of the Rialto cricket team of late. This is probably due to the slump in bowlers.

The pirate who claimed to be an import and export merchant was certainly F.O.B.

Found on Board.

From the fact that a Hongkong man gave a war dance in Manila it would appear that native chiefs need not necessarily be Scotsmen.

A week ago to-day we put five dollars on a pony and it fell off.

The "Beggar's Opera" should prove successful in Canton.

To all volunteers shooting today—Bulls and Innings!

Canton pawnbrokers. Their face is their fortune. Sun's only redeeming feature.

This is awfully simple to those who see it but simply awful to those who don't.

Lloyd George had his silver bullets. Dr. Sun has his eye on the golden balls.

We have our Golden Specials.

Telegraph leader:—"Busca el Best." Lucky it wasn't Beesie's Bust.

There was some fine footwork at the Police Boxing Tournament, although many rumours from that locality are at times all sops.

According to Command Orders the "Chaplain" is conducting a series of religious discussions. It is hoped that Sirkin may be injured to take round the plate on credit!

This week the Y.M.C.A. has had a Children's Conference. Next week the Board of Education meets.

This activity among the Atalis makes us wish our watchman was one.

The Empress of Asia arrived in port badly bashed about. No, Knute Hansen wasn't a passenger.

Capt. Macheath was sure some Polly-gamet.

The nearest we got to winning anything at the Races was when a friend of a friend of ours met a woman whose husband heard of a man the number of whose house was only three off one of the tickets which drew \$20 for an unplaced pony.

"Cruelty Ball" was the headline given to a letter which we received a couple of days ago. Most of them are.

The fine of a dollar for non-fancy dress at last night's dance was a cheap way out. A costume would cost more.

More than 1,000 delegates assembled for the anti-dry meeting held at Washington. We hope sober facts were presented.

The road to Repulse Bay is paved with rough indentations.

Rubber roads now being an accomplished fact, we suggest that the grey matter of the P.W.D. concentrates on the invention of a pneumatic road for some parts of the Colony. Dissatisfied motorists would then be quite useful when indulging in the habit of blowing the roads up.

Once in four years the firm gets an extra day's work out of us, and we get an extra day's grub out of the hotel.

A news message states that sleeping sickness has broken out at Harbin. So it has gone North.

The latest definition of "a good sport" in the States is a man who can whistle "My Country Tis of Thee" whilst paying his taxes.

To say "Glad to meet you" to a shroff is needless lying.

A Russian expert played chess and had a tooth pulled at the same time. Suppose the pain of one counteracted that of the other.

If you want to find out if a New Yorker is a Senator, ask him what he is investigating. If this fails, ask him what he is being investigated for.

The latest motor crank (no pun intended) says that in frosty weather a little honey in the radiator acts better than alcohol in preventing freezing. We imagine that a little honey on the front seat might keep the driver from freezing.

Ankle-warmers are the latest fashion with the fair sex in Berlin. Some girls still dress to catch either a cold or pneumonia.

If your boy puts hair oil in the mayonnaise, don't be surprised if it goes to your head.

The latest mode in bathing costumes for the coming season is the one-piece garment. It will probably cost you twice as much.

A man at Home sued a Music School because it annoyed him. If he lived in Kowloon he would never find time to go to business.

Some folk think that the controversy on the Directorship of Education is a mere st-Orme in a teacup.

Some of these brokers' rickshaws need six-leg brakes.

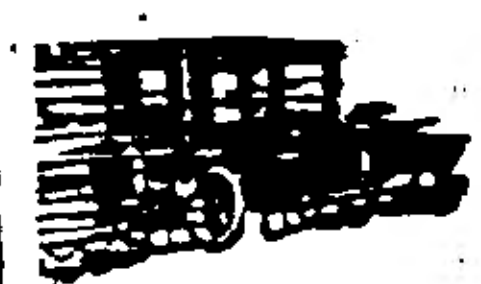
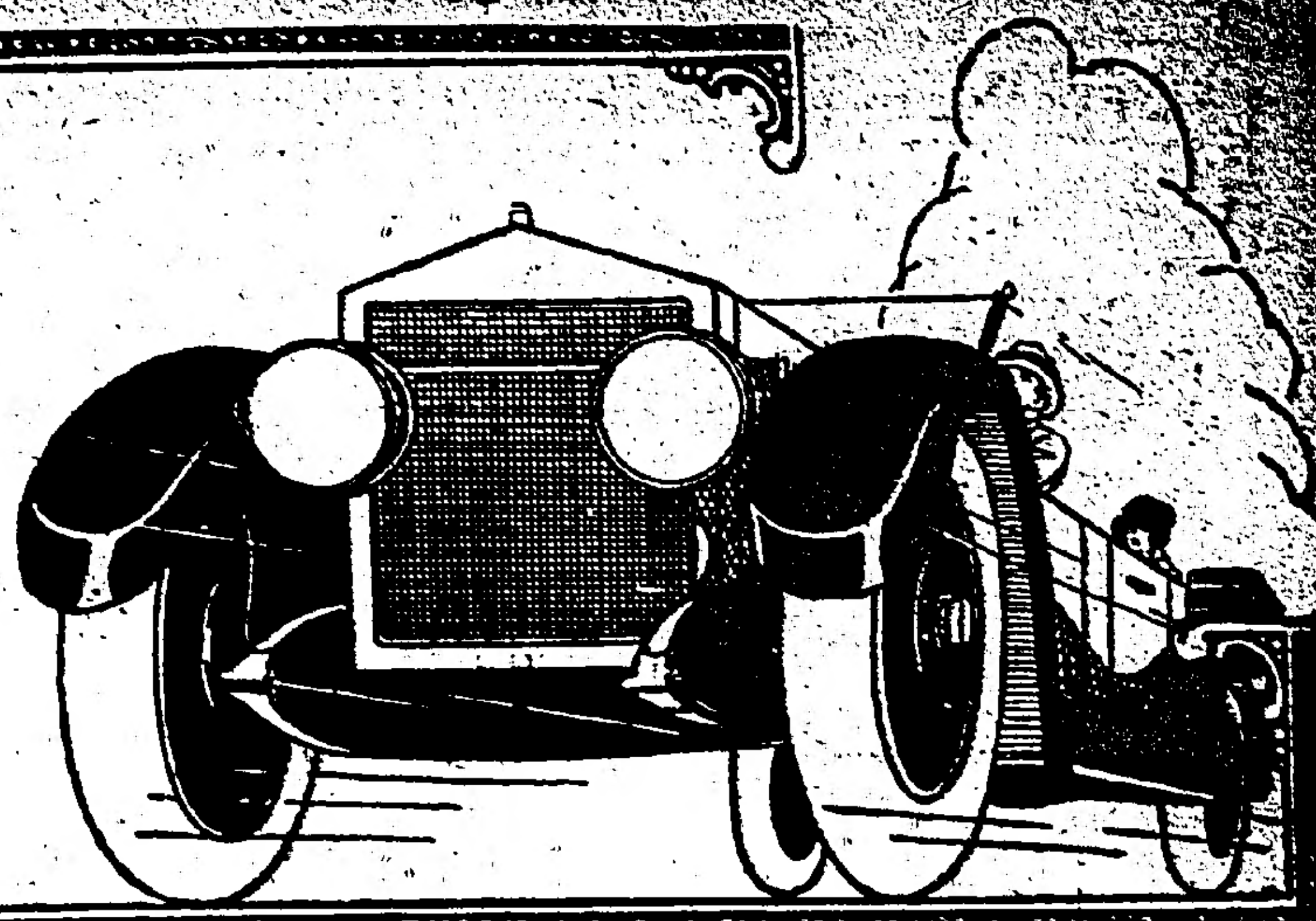
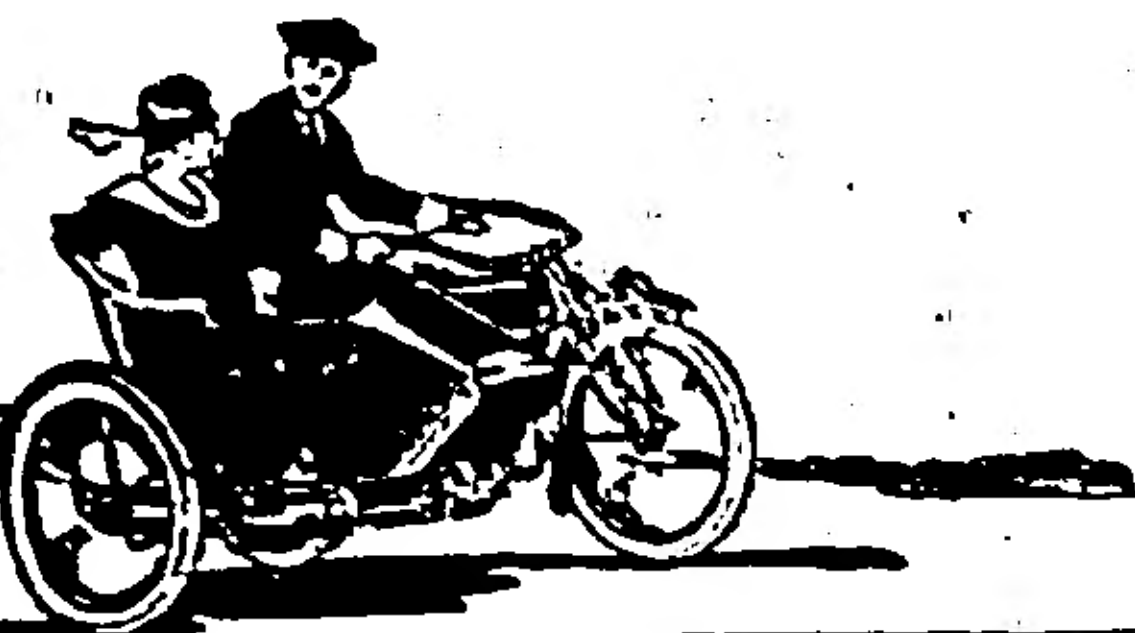
Our chief pun-maker remarks that "one shareholder at the Godown meeting was determined to say something to the point."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, the 1st. March, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

One of the problems of local motor car owners is undoubtedly that of garaging their cars in town. The amount of storage room available in the City has always been inadequate and the time will come when the provision of a really large space will have to be considered. In the meantime, it will be learned with interest that the Hongkong Hotel garage department has this week opened a town garage for the storage of private cars, this being situated off Des Voeux Road at the back of the Bank of East Asia, in the premises which used to be occupied by the Daily Press. There is accommodation for 28 cars and it is being rapidly taken up.

An advertisement appearing elsewhere in this Supplement gives an interesting list of distinguished English personages who have adopted the popular "Neracar" as a means of comfortable, reliable and clean transport. Here in Hongkong, this excellent little machine claims a wide circle of enthusiastic owners, and the new machines observed on the road indicate that the circle is growing. The "Neracar" has had ample opportunity to prove its worth since it appeared in Hongkong for the first time (some twelve months ago) and during that time it has certainly substantiated the makers' claim that it is unique in respect of economy in running, cleanliness, reliability and simplicity.

During the last week or two, Stubbs Road has been mentioned rather frequently in these notes, and the latest point a motorist reader requests us to emphasise is the matter of lighting. Although we have not had an opportunity of verifying the fact yet, we are told that no street lamps have yet been installed from the Indian Temple end to Magazine Gap. Our informant suggests that this road right up to the Peak Hotel, will probably become very popular with visitors passing through the Colony, providing as it does, such an enchanting view of the harbour and Kowloon by night, and in view of this, he urges that special attention be paid to an intensive lighting system, which, in itself, would further add to the fame of Hongkong's scenic attractions. We think the idea an excellent one.

Another entirely new make of car has just been introduced into the Colony by the Hongkong Hotel garage department. It is a little two-seater, made in Strassbourg, France, and is known as the Mathis car. The first model to arrive was placed in the showroom yesterday morning, and it certainly attracts attention. The two-seater torpedo body with concealed dicky seat at the back is

of graceful design, the specifications such as to appeal to practical motorists, whilst there is an electric self-starter and lighting set. The wheels are Michelin detachable disc wheels, the drive is on the right hand and there are many features which will attract the attention of those of moderate means who desire a little car for personal use. The Hongkong price is \$2,400.

As has already been announced, the February shipment of Studebaker Big-Six cars imported by the Hongkong Hotel garage department were all sold before arrival, but it will be interesting news to those thinking of investing in a Studebaker to know that it is now possible to order the big-six in different colours. In addition to the usual black, there is Venetian Red and a Royal Blue—two attractive colourings which are proving very popular elsewhere.

It will no doubt interest local motorists to learn that track races are now a popular feature in Japan, thanks to the energies of the Tokyo Auto Racing Drivers' Association. Last year, a series of excellent races was held at Susaki and Osaka, but arrangements are now in hand which, it is hoped, will cause these previous contests to be altogether outclassed. It is planned to hold the first track races since the earthquake at the Tachikawa aviation grounds, which is large enough to permit the construction of a three-mile circular dirt track, with two fairly long straight-aways. With a track of this size, higher speeds than those hitherto obtained in Japan are expected, and many thrills are promised the spectators.

The idea of the promoters of these track races, which are to be held early in April, is to attract a large crowd, and consequently it is proposed to have free admission—that is, admission by tickets which will be given away free through various agencies. It is hoped, so far as prizes are concerned, to have a first prize of Yen 1,500, with some Yen 4,000 devoted to other prizes.

In preparation for the events, a number of new racing cars are being got ready. Several hundred used cars have been imported since the earthquake, and the professional drivers have been able to obtain their choice of these at fairly low prices. Some of the Osaka drivers have new mounts, amongst which are a number of eight-cylinder machines of great power. One garage is now engaged in cutting down a Packard Twin-Six, and there are two Cadillacs, one with a very short wheelbase, in the hands of the racing drivers.

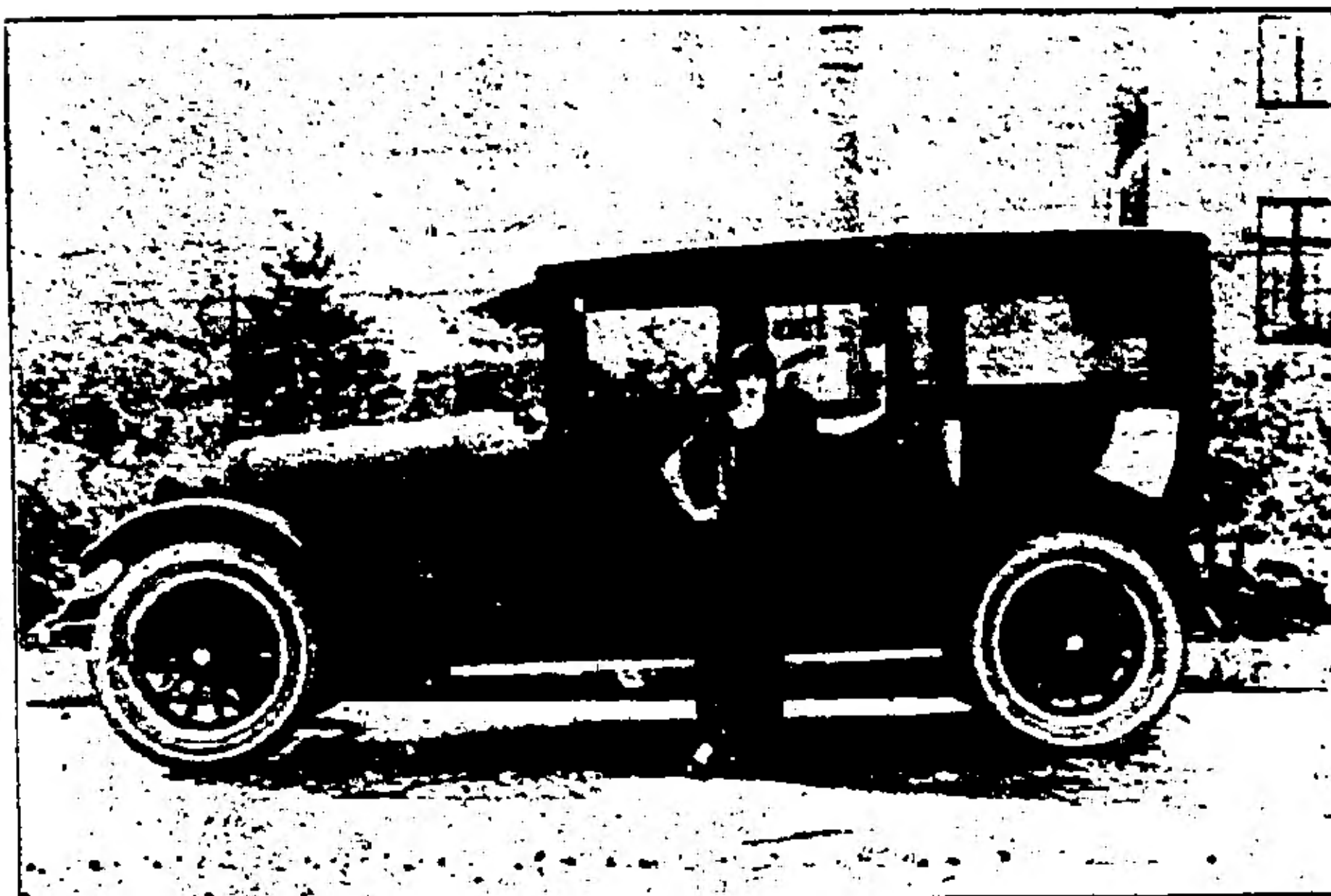
Watch the Joints.

If more owners would watch the universal joints of their cars for grease as carefully as they watch the gasoline tank for mileage, there would be less touring to the shop and more touring on the road.

Emergency Primer.

When it becomes necessary to prime an engine, and one finds himself without an oil can, a piece of waste can be held under the carburettor drip cock until it is soaked with the liquid, and then squeezed into the cylinder cocks.

CINEMA STAR AND HER CADILLAC.



Viola Dana, the celebrated Metro star, is an enthusiastic Cadillac owner. She is shown above with her Cadillac Sedan, which daily carries her to and from the Metro studio.

BRAKE ACTION.

HOW TO EQUALISE IT.

On dry firm roads, if the foot-brake on one wheel holds more strongly than that on the other, no more serious results than the excessive wear of the tyre of the strongly-braked wheel may ensue, but on slimy roads, marked lack of equalization may result in bad skidding, whenever a sudden stop is attempted. Sometimes, when driving on slippery roads apply the foot brakes with gradually increasing effect until they are fully on and then stop the car, walk back and notice which wheel slipped first—a conclusion readily arrived at by observing the chain or tyre tread marks. By repeating this experiment a few times, the question is definitely settled as to which wheel slips first and hence has the stronger brake and after so doing the other brake can be adjusted enough tighter so that both wheels are found to commence sliding under about the same pedal pressure. Another method is to jack up the rear wheel, start the engine, set the wheel spinning on high gear and then apply the footbrake gradually. The wheel which stops first has the prompter acting brake and the brake on the other wheel should be tightened until both wheels stop spinning almost simultaneously. Because of the fact that the hand brakes are generally applied violently, if at all, it is very important that they should be closely equalised.

PRICE OF PETROL.

Question of Substitutes.

The gradually rising cost of gasoline holds out little hope for the motorist, says an American writer.

It is the inevitable reaction to the reductions in prices that stirred the country late last summer. It was expected throughout oil and automobile circles, because it had been understood that the revolt for lower fuel costs was too unusual to last long.

Prices were expected to rise again, although not to the peak of 1923.

The cause for this return to former prices is seen in reports of consumption of gasoline not only in the United States, but throughout the world. Besides producing for the country's automobiles, the oil fields of the United States have been sending out more and more of their product to other countries.

Heretofore production of gasoline has been keeping ahead of consumption in that state and abroad. An oversupply of one billion gallons of fuel was reported last year. But this oversupply is seen to dwindle into practically none at all, with the growing demand for fuel from more and more new motorists and the increasing exportation of American gasoline, with no importation at all.

To offset this threatening increase of consumption,

Brake Adjustment.

The brakes of a motor car never should be adjusted too closely when the car is without a load. The brakes will bind when the car is loaded and the wheelbase slightly extended. Cases have been known where too tight an adjustment of the brakes broke the brake band, with serious damage resulting.

Crossley Successes.

Two Crossley 14 h.p. touring cars scored a remarkable success at Malmö, Sweden, on January 13th. These cars obtained first and second places in Class III in the Kilometre Ice Race. Class III was for cars with a cylinder volume of 1.5 to 2.5 litres. It is noteworthy that the driver of the winning Crossley was a lady, Mrs. C. Schultz, of Malmö, her time being 39 secs. equal to 92 kilometres per hour.

several efforts are being made toward economizing in the use of the fuel. The U. S. Bureau of Mines leads in this attempt.

According to experts, from 3 to 4 per cent. of the gasoline accumulated during the winter for summer supply is lost through evaporation. To prevent the loss of several hundred million gallons the Bureau of Mines has been experimenting on various methods. One is the use of cooling systems in vapor tight tanks to check dissipation of the gas.

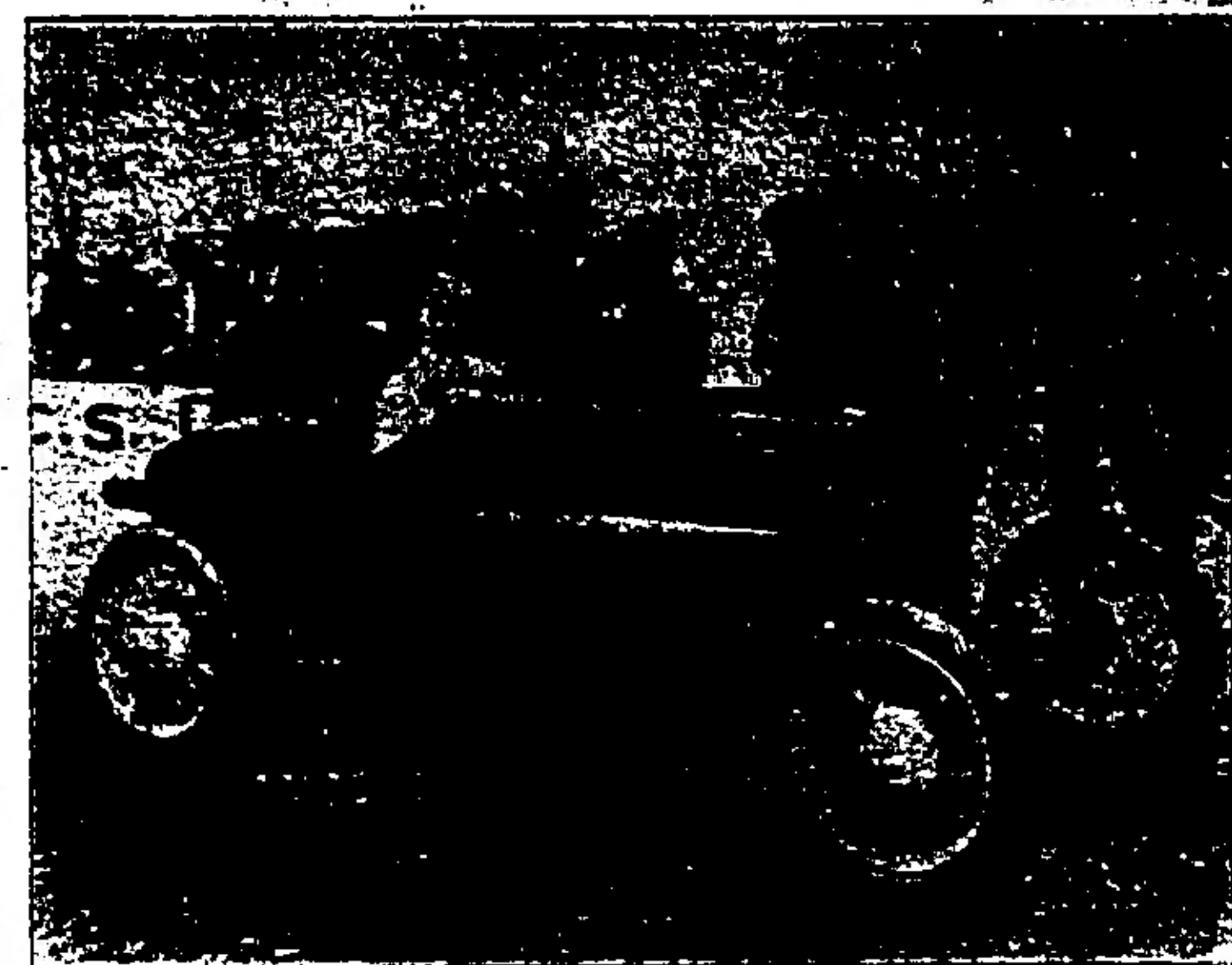
In the process of evaporation, the first fractions to escape are the most volatile, leaving an inferior fuel in the storage tanks.

A perfect fuel mixture consists of about .07 of a pound of gasoline to a pound of dry air. Yet most motorists use nearly twice as much fuel as necessary, say fuel engineers. This is one of the greatest factors in the present wastage of gasoline, they add.

Substitutes for gasoline are so many and so frequent that there need be no fear of any marked rise in fuel prices. If gasoline ever rises to inaccessible heights, even alcohol might be substituted at a cheaper rate.

The latest substitute is one devised by naval experts. It is about 70 per cent. gasoline and 30 per cent. denatured anhydrous alcohol making a mixture efficient especially for aircraft use. It may result not only in a better, but a cheaper, fuel than the present high test gasoline used for air travel.

FIFTH IN 500 MILE RACE.



All through the run this Fronty Ford moved smoothly along, never far behind the leaders, never extending itself, in the field of twenty-four of the world's fastest specially built racing motors on the Indianapolis speedway recently. It finished fifth. This remarkable finish of a 75 per cent. Ford car was due solely to the performance of the Frontenac cylinder head.

Used Car Market.

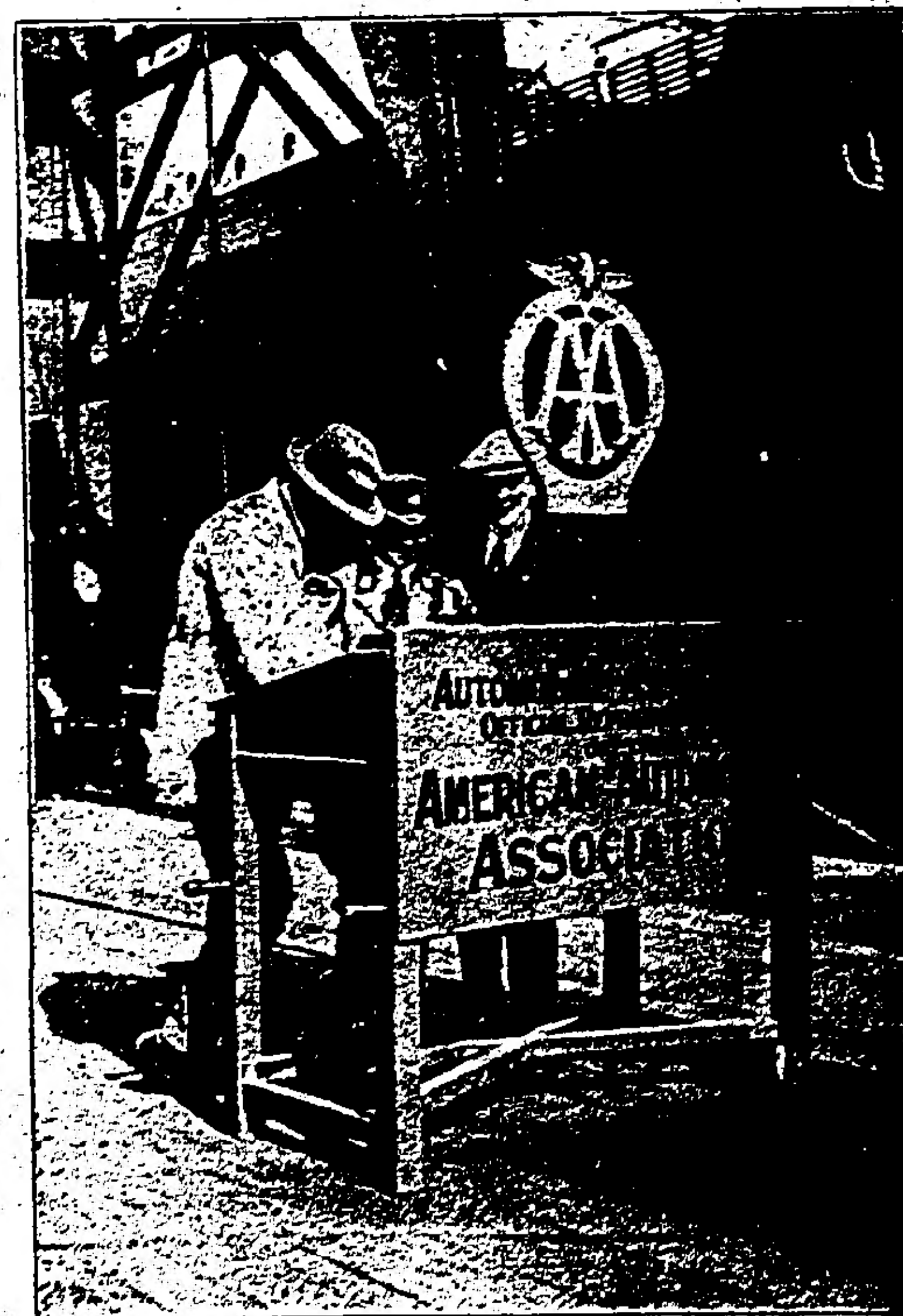
Readers often ask which is the best period of the year to buy or sell a used car. The following extracts from a list of prices realised at auction sales held by Messrs. Goddard and Smith in London during the month of December afford an answer, says a Home writer: 1930 Bean, 90gs.; 1932 Overland, 67gs.; 1921 Cubitt, 100gs.; 1921 Calthorpe, 95gs.; Chevrolet saloon, 95gs.; 1923 Maxwell, 120gs.; 33 h.p. Mercedes landulet, 76gs. A 1914 15.9 h.p. Calthorpe touring car fetched only 19gs., and an old Albion 30cwt. van 10gs. It

Menace of Single Headlight.

A car driven at night with only one of the headlights burning causes the driver coming from the opposite direction to be puzzled as to which side the lamp is lighted. If he guesses wrong, only a quick turn of the wheel will avert a collision. Drivers should look out for the safety of others as well as for their own.

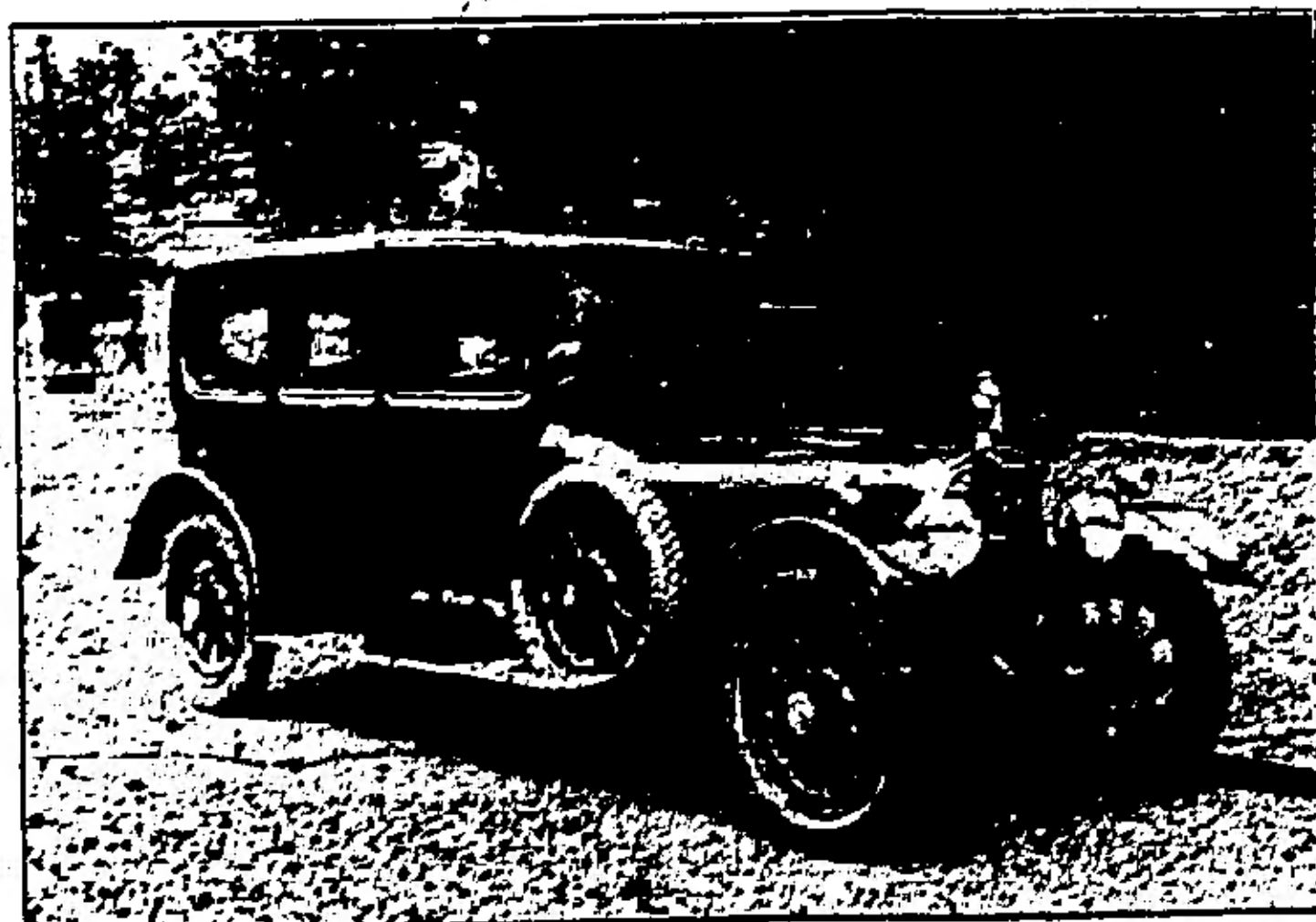
would appear from this that mid-winter is the buyers' time; sellers should wait until just before Easter.

HOW THE "A.A." AIDS TOURISTS



This photo shows a member of the Automobile Association being advised on foreign tours at a Southampton office.

BAIRNSFATHER IN HIS SUNBEAM.



Capt. Bruce Bairnsfather and his wife in their 24/60 h.p. Sunbeam Saloon.

Firestone

Racing drivers are most particular about the make of Tyres they use. Tyre failures may not only mean the loss of a race but it may result in loss of life. FIRESTONE GUM DIPPED CORDS on the first five winners at the championship Altona race on September 4th, 1923, demonstrated even more forcibly than ever before the wonderful built-in quality of Firestone tyres. Never in the history of the automobile industry has there been such outstanding performance from the standpoint of endurance, reliability and service as shown by FIRESTONE CORDS at Indianapolis, Kansas City and Altona.

Most Miles Per Dollar

DISTRIBUTORS: **The DRAGON MOTOR CAR Co., Ltd.**

1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

33.8 MILES PER GALLON

on a run from New York to San Francisco.

THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head-lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

Hongkong Hotel Garage.

Tel. 32

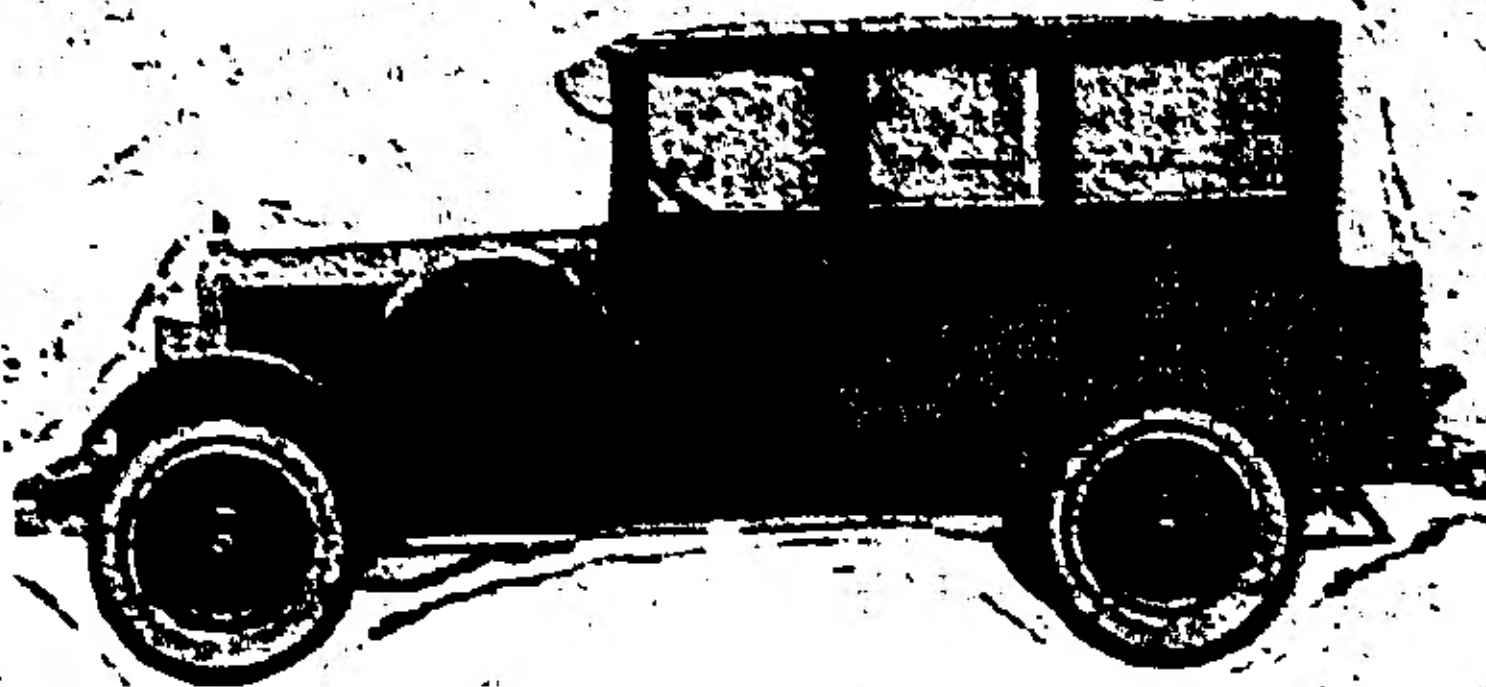
Queen's Road,
Show Rooms

Tel. 32

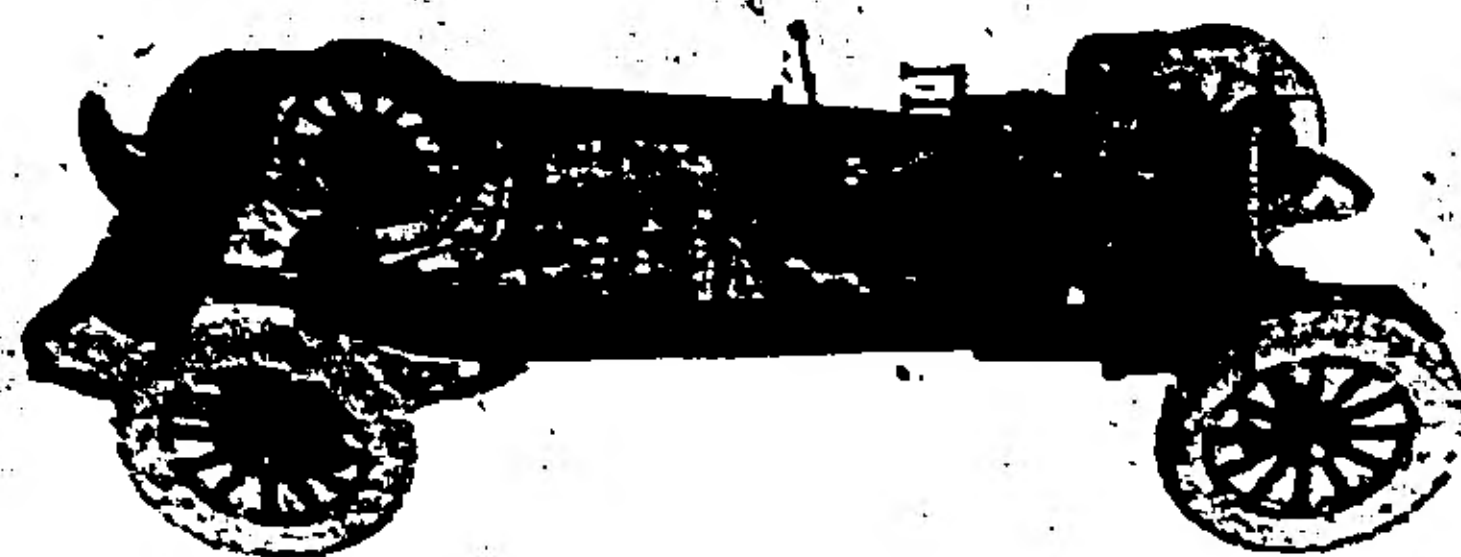
The Hongkong and Shanghai Hotels Ltd.

ILLUSTRATING THE JEWETT CAR

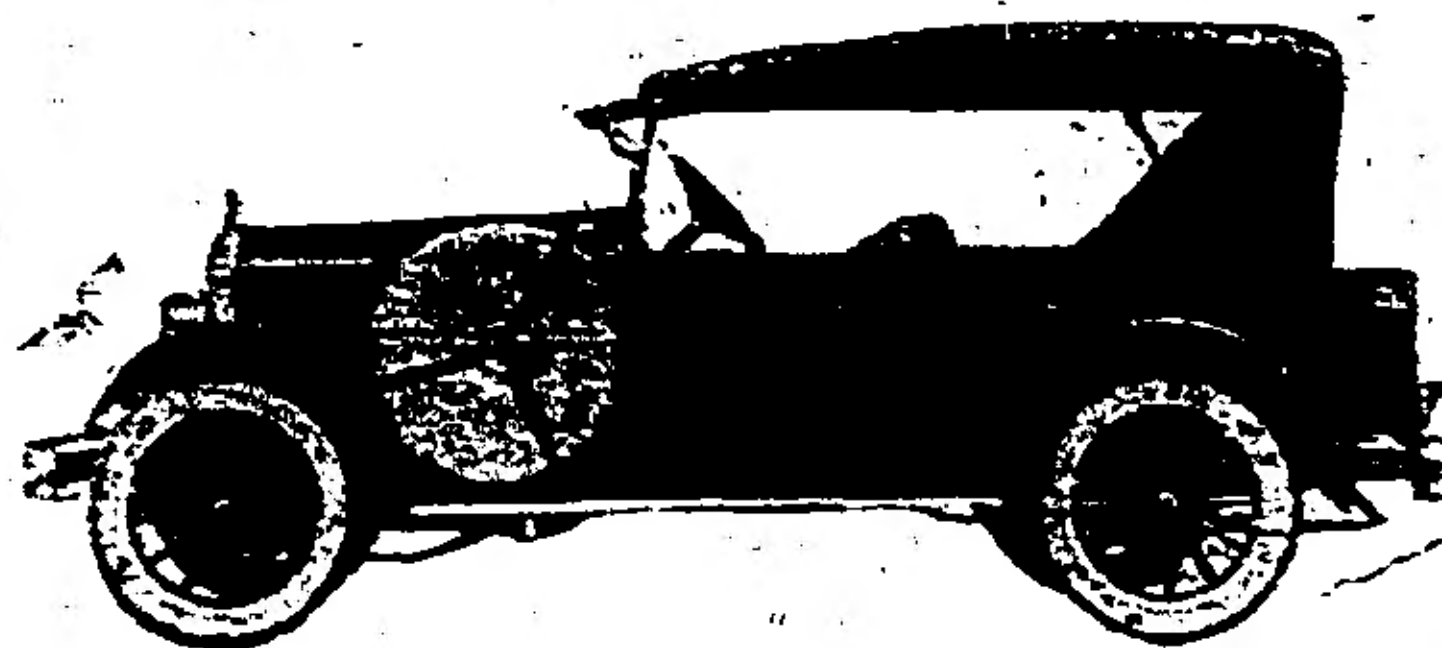
Some of the New Types.



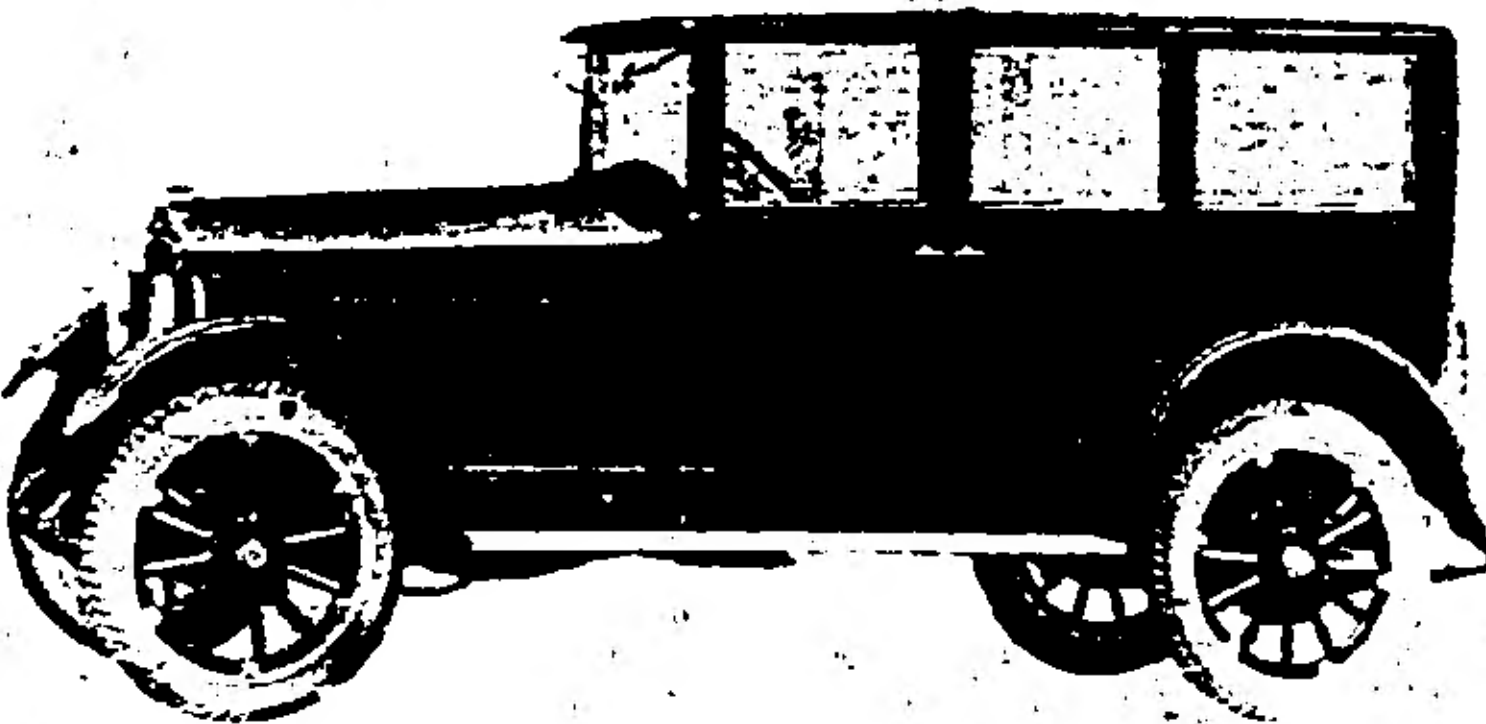
Special Sedan.



Jewett Chassis.



Special Touring.



Jewett Standard Sedan.

DODGE BROS.' RECORD.

Million Cars in Nine Years.

One million cars built and sold in the first nine years and eleven days of production.

This is the latest achievement of Dodge Brothers, Detroit, who thereby add another to their long list of notable contributions to the automobile industry.

It is a world's record.

No other manufacturer, according to official figures shown by Dodge Brothers executives in support of their contentions, has achieved the one million mark so soon after the completion of his first car.

Dodge Brothers began production on December 4, 1914. Car No. 1,000,000 rolled off the final assembly line on December 13, 1923—9 years and 11 days later.

Strong public demand has given a constant impetus to Dodge Brothers production from the very start. At the outset they were oversold—and have been ever since, despite enlargements which have converted a factory of some 20 acres of floor space into a great industrial city employing 20,000 men and having a floor space of more than 100 acres. Only a few months ago a large new assembly plant was placed in operation, increasing plant capacity to approximately 1,000 cars a day and placing Dodge Brothers in a better position than ever before to build their share of huge output scheduled for 1924.

While factory officials are pleased at the attainment of the one million mark in so brief a period, they attach far greater importance to the fact that more than 90 per cent. of the first million cars are still in service.

This is the point that interests the public, they maintain, for it is emphatic evidence that quality production has always had preference over quantity production in Dodge Brothers works, even when the most heroic measures were being taken to increase

plant capacity to meet the increasing demand.

It is also more important than mere numbers to the automotive industry as a whole, as it is indicative of a constant betterment of the product, as compared with the early days of experimentation and unreliability.

In almost every town in the country, and in many abroad, there are Dodge Brothers cars of 1915 and 1916 production, with hundreds of thousands of miles to their credit, still giving faithful daily service. Naturally, the people in these communities know about the cars and point to them as evidence of a conscientious effort on the part of the manufacturers to build a product more and more worthy of general public acceptance.

"When you consider the number of cars lost annually through fire and other forms of accident," said a Dodge Brothers executive who is attending the Automobile Show "this is really a remarkable figure. To have 90 per cent. of a million cars still in service after 9 years—and anyone can prove this to his own satisfaction by examining the registration records—can mean only one thing, and that is scrupulous care in manufacture.

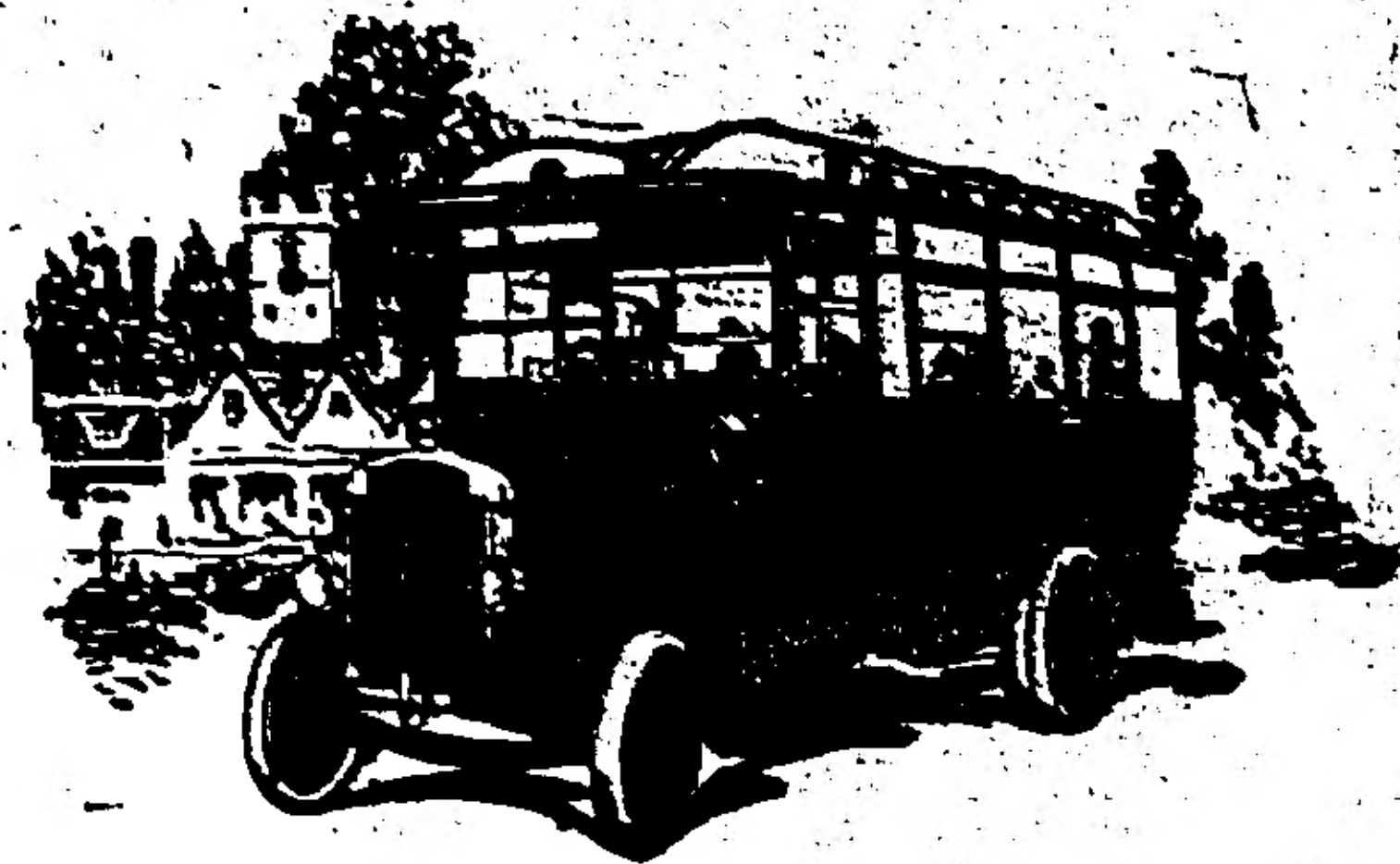
It is a well-known fact that most people never take care of their cars the way they should. It is particularly true in the case of Dodge Brothers cars that they are subjected to the most terrific abuse, simply because they have the reputation of being able to withstand it. Knowing this, Dodge Brothers have never hesitated to buy the very finest of materials. In fact, there was no other choice, had there been any tendency to depart from the ideal the founders. The car's reputation demanded it.

There are innumerable instances in which Dodge Brothers go beyond ordinary manufacturing practices in their effort to produce an exceptional car. It is this policy which is responsible for the present remarkable record—one million built and over 20 per cent still in service.

THORNYCROFT

COMMERCIAL VEHICLES

A TYPE FOR EVERY REQUIREMENT.



British Bus for British Colony SERVICE and ECONOMY.

SPECIFICATION and PRICES

HONGKONG HOTEL GARAGE

Tel. 32. SPARE PARTS IN STOCK. Tel. 32. THE HONGKONG & SHANGHAI HOTELS, LIMITED.

TRIUMPH

1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tyes.

Price:—H. K. \$800.

SOLE AGENTS —

Alex. Ross & Company,

(China) Ltd.

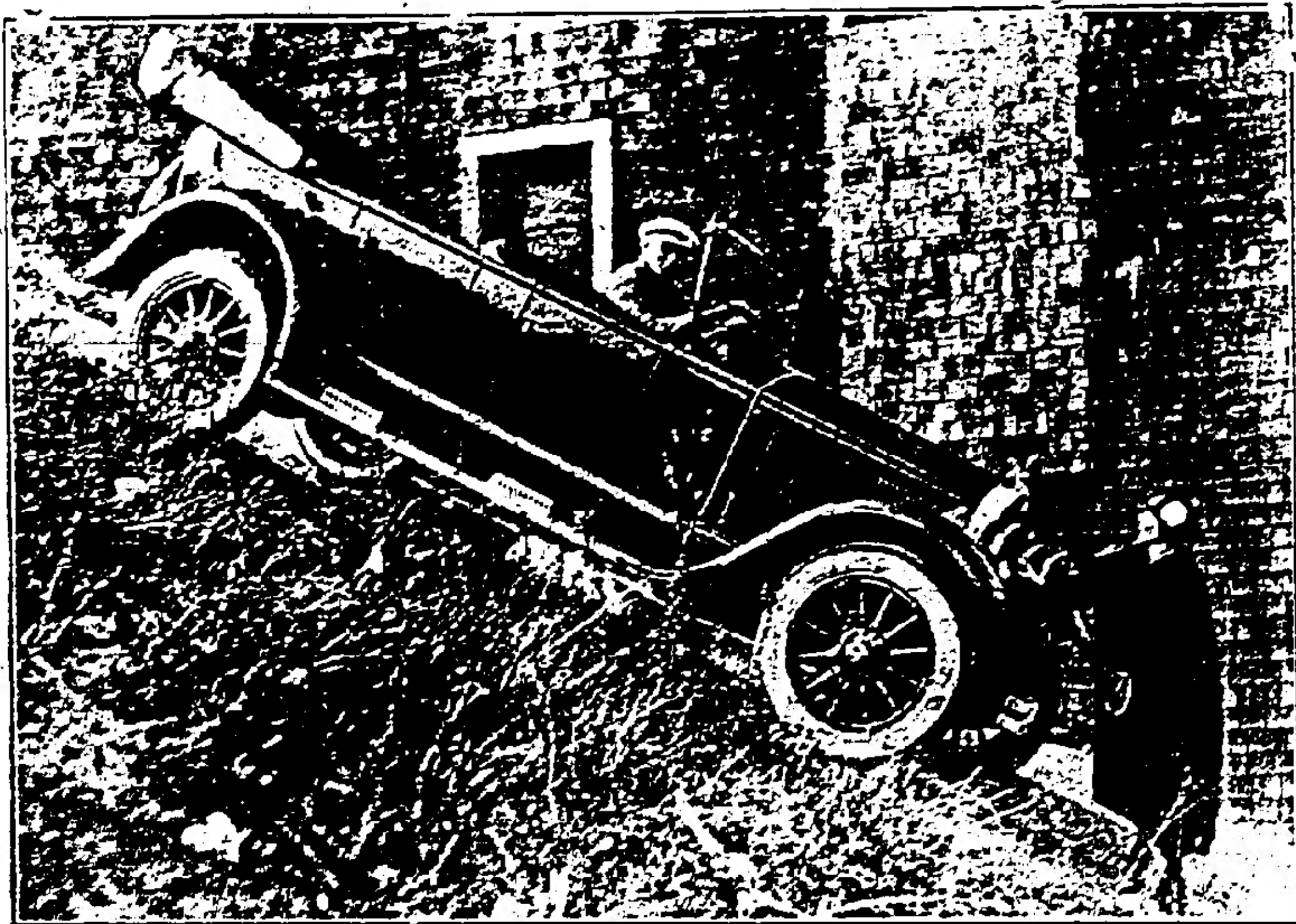
Bank of China Building, Duddell Street.

Telephone C. 2487.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

FACTS THAT SPEAK FOR THEMSELVES



1924

OFFICIAL POLICE
BRAKING LIMITS
(Tests always carried out dry roads)

BUICK PERFORMANCE
ON DRY ROADS

BUICK PERFORMANCE
ON WET ROADS

1924

Four wheel

brakes

BUICKS

10 m.p.h. 9' 2"
15 m.p.h. 20' 8"
20 m.p.h. 27'
25 m.p.h. 58'
30 m.p.h. 83' 3"
35 m.p.h. 113'

10 m.p.h. took 2'
15 m.p.h. " 10' 2"
20 m.p.h. " 16' 8 1/2"
25 m.p.h. " 27' 1 1/2"
30 m.p.h. " 33' 8 1/2"
35 m.p.h. " 41' 3 1/2"

10 m.p.h. took 3' 11"
15 m.p.h. " 11' 9"
20 m.p.h. " 20' 8"
25 m.p.h. " 29' 9"
30 m.p.h. " 42' 9"
35 m.p.h. " 59' 1"

Four wheel

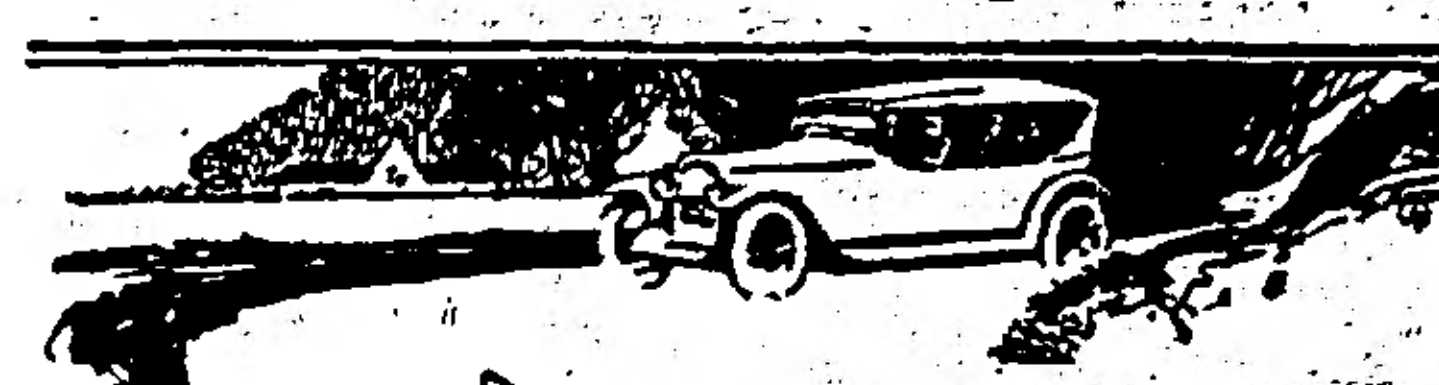
brakes

BUICKS

(Speedometers were tested before and after the test and were found to be registered correctly.)

THE HONGKONG & KOWLOON TAXI-CAB CO., LTD.

Columbia



Storage
Batteries

EVERY bit of the long experience of the world's oldest manufacturer of electric batteries goes into the Columbia Storage Battery.

A Columbia Battery in your car is your assurance of quick starts, bright lights, economy, and continued satisfaction.

We have a Columbia Battery of the proper size for your car, no matter what its make. Let us show it to you.

The Dragon Motor Car Co., Ltd.

Telephone Central 3850.

A. J. Allison, Service Manager.

LYMPNE GLIDER CONTEST

87½ MILES

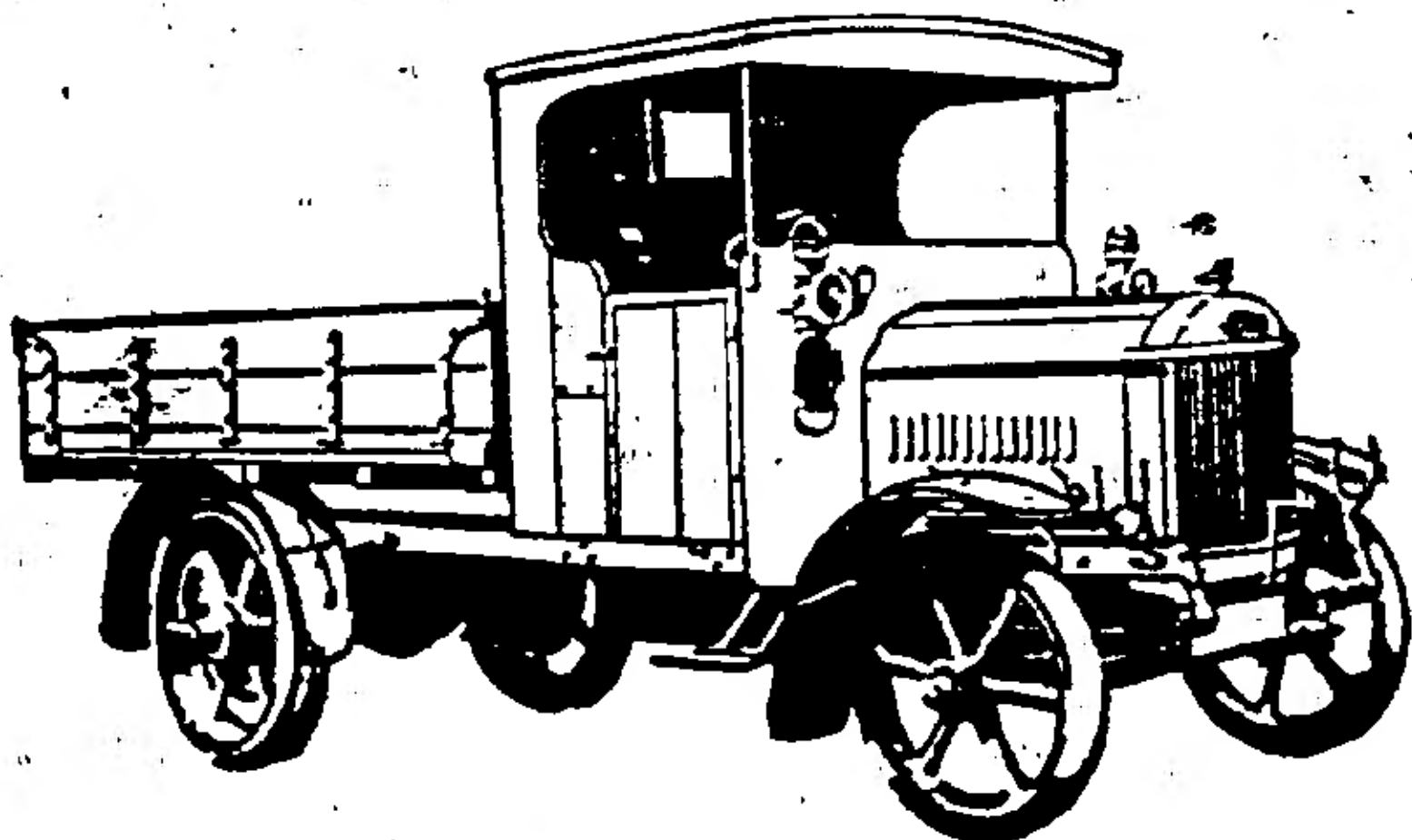
flown on 1 gallon
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL
SPIRIT

PERFORMANCE IS PROOF!

THE ASIATIC PETROLEUM CO., LTD.

Dennis
MOTORS

As used by The Hongkong Government.

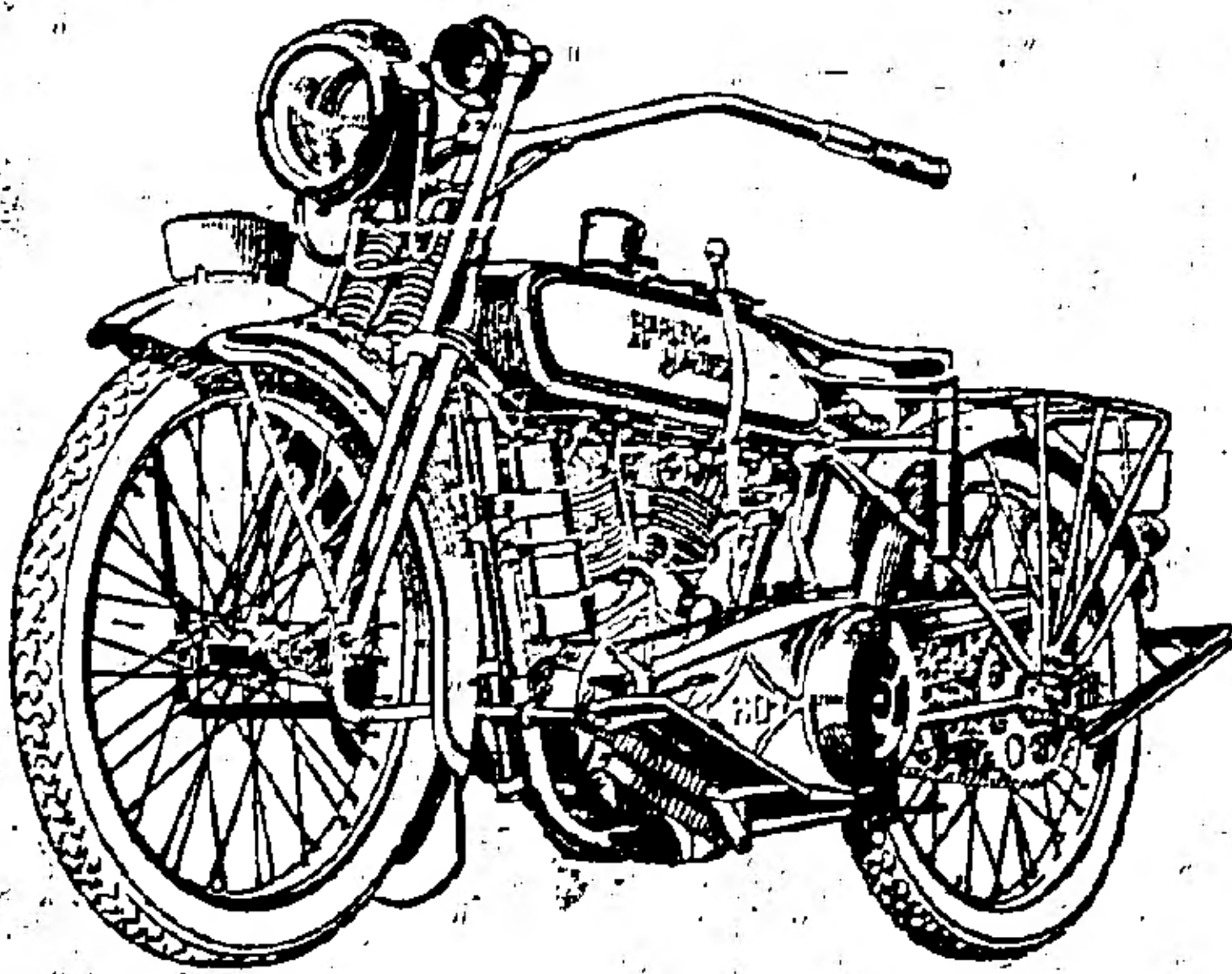
2-2½ ton truck chassis

THE TRUCK WHICH HAS PROVED
ITS WORTH IN HONGKONG

SOLE AGENTS

Alex. Ross & Company
(China) Limited.BANK OF CHINA BUILDING, DUNDRELL STREET.
TELEPHONE C. 2487.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.

Sole Agents, Tel. 781.

ERA OF CHEAP MOTOR
CYCLING.

Machines for £30.

It requires only a glance through the manufacturers' price lists for the coming season, or of the advertisements displayed in the newspapers, to convince one that the era of cheap motor cycling has arrived, says a writer in a Scottish paper.

No longer need the aspiring owner look with yearning eyes at the machines exhibited in the windows of motoring emporiums, for nowadays even the man with a very humble income may see the attainment of his desires and become the possessor of a motor cycle. The reduction in price, and the marketing of a type of complete machine at almost bicycle prices, is having the effect of bringing many thousands of new people into the motoring fraternity. This reduction in the initial outlay, added to the low running costs now prevailing has made motor cycling an inexpensive hobby.

Most of the light-weight motor cycles are listed round about £30, and the prospective purchaser who visits the Scottish Motor Show, will no doubt find that at that price he has a wide range of machines from which to make his selection.

MACHINES AT COST PRICE.
It has been said with undoubted truth that in many instances the public are being offered machines in the region of cost price, and a well-informed writer stated recently that one of the manufacturers in this country was clearing only 7s. 1d. per machine net profit.

It need not be feared, however, that this fall in prices has been attended by any lowering in the quality either of material or of workmanship, and it has been brought about largely by the intensive war of competition which has gone on during the past few years amongst the various firms. Several of the more conservative manufacturers, however, have stood aloof and, instead of bringing down their prices, have adopted the policy of trying to win the favour of prospective buyers and retain their present public by relying on the honoured name and reputation of their "makes," and carrying out improvements on their machines. It is thought, however, that prices have reached rock-bottom, and that in the coming season the level will be perceptibly higher. At all events now is the buyer's chance.

The figures demanded are by no means prohibitive, and even if the intending motorist has not the necessary capital—small though it may be—he will generally find that firms will let him have the machine for a quarter of the price down and the balance in twelve monthly instalments. This means that for the small sum of £7. 10s. a person can obtain possession of a motor cycle in a variety of sound "makes."

CHEAPER THAN PRE-WAR.
It must not be thought that the machines priced below £30—and there are quite a number which will probably be on view at the Kelvin Hall—are only "glorified push-bikes," that is to say—ordinary cycles with motor attachments. The majority of these "miniature" motor cycles have been well-tried and tested, and have been found thoroughly reliable.

In nearly every case these machines can be bought at less than in pre-war days, improved design and productive methods, combined with the keen competition, being responsible for this happy state of matters. In 1914 a single-speed two-stroke machine on the average cost about £27; to-day the miniature, with a smaller engine, but with two speeds and clutch, can be obtained for approximately the same figure.

Despite the fact that the engine and the modern machine is smaller than that of the old-fashioned models, its greater efficiency enables similar speeds to be attained, while an added advantage is that the two-speed gear box enables the rider to venture along the roughest and hilliest roads. The single-gear pre-war machine on the other hand, could not be expected to "take" anything approaching a steep gradient.

SOME OF THE PRICES.
In order to appreciate the cheapness of the modern light-weight a few prices might be given. Those quoted prevailed at the time of the Olympia Show in October, and it may generally be taken that they show, if taken any variations, a downward trend. Amongst the light-weight machines are the following:

DANGER OF
EXHAUST FUMES.Ventilation Essential in
Motor House.

Is the inhalation of exhaust fumes really injurious to health? And, if so, what are the best means of avoiding the danger?

Several readers having put these queries to me in varying forms, says Captain E. de Normanville in a Home paper, I will endeavour to answer them.

In the first place, the reply to query No. 1 is a very decided affirmative. I am informed by a scientific friend that there are present in exhaust fumes two deadly gases—always one of them, and sometimes both.

The ever-present one is carbonic acid gas, and everyone knows the danger of breathing it. It causes gradual suffocation, and, the gas being heavier than air, the person overcome sinks to the ground, where the denser layer of gas ensures death in a very short time.

A DEADLY GAS.
The second injurious "ingredient" is carbon monoxide (technically the first carbonic acid gas, is known as carbon dioxide). This is caused by incomplete combustion of the fuel, and you can depend upon its being present when the engine is "idling," as it would be in the motor house, for the slow-running setting of most carburetors is notoriously bad in this respect.

Carbon monoxide is even more deadly than carbon dioxide. It attacks the blood and causes death by preventing the necessary oxygen from reaching the vital organs by that medium.

The remedy in the case of a person overcome by exhaust fumes is open-air artificial respiration, but if carbon monoxide has been present in the poisonous fumes it is essential that a doctor should be obtained immediately, so that no time may be lost in the administration of oxygen. As you will not know, if ever such a case comes within your experience, what has been the constitution of the gas, it is best to get a doctor anyway.

DANGER OF BAD VENTILATION.
In the case of the average motorist matters are not likely to proceed to such desperate lengths. If he is so ill-advised as to run his engine for any length of time in a stuffy, unventilated garage, the deadly action of the gases gives fair warning before unconsciousness supervenes. The danger is that the warning may be overlooked, unheeded, or unrecognised.

The growth in popularity of the motorcar has far outstripped the provision of proper garage accommodation, and a very large proportion of cars are kept in buildings that are inadequate from many points of view, and especially from that of ventilation. If it is necessary to test the running of the engine, and for any reason this cannot be done out in the open air, the ventilation of the motor house should first be overhauled.

(Continued on next column.)

"makes" as the Sun, Excelsior, Diamond, Calthorpe, Omega, Francis-Barnett, Cedros, and Hobart. With the exception of a few, such as Hobart, Powell, Omega, and Cedros, which use their own engines, proprietary engines are fitted, the Villiers being the most popular.

Let us quote a few prices with Villiers engines, chain-cum-belt transmission, two-speed, clutch, and kick-starter:—Sun, £29 10s.; Excelsior, £30; Diamond, £30. 9s.; Calthorpe, £29; Francis-Barnett, £28. 10s.

It will be noticed that there is but slight difference between the makes, such variation as there is being, no doubt, due to small points in the construction and specification.

The Cedros is a larger machine, with a plain two speed gear, and is priced at £30; the Omega, with two-speeds, clutch, and kick-starter at £29. 8s.; the Powell, with similar transmission, at £28. 10s.; the Hobart at £28. 7s. 6d.; while remarkable good value is offered by the single-speed Radoo at £23. 10s.

For between £40 and £55 there are many famous models to be purchased, including such excellent machines as the 3.5 h.p. senior sports New Hudson, (50 guineas), 2.5 h.p. Rover (£55), the Six Days' 2½ h.p. Humber (£55), the 2½ h.p. Ivy (£42), 2½ h.p. B.S.A. (£47. 10s.).

With prices so low the motor cycle section of the Kelvin Hall Show will offer a wider appeal than ever before, and firms are optimistic that good business will be done.

DUNLOP
CORDS
for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. **Watch Them.** Fit a Dunlop Cord next time. Note how much longer it lasts than other tyres. The test of its merit is on your car, not in our argument.

BE FREE OF ALL TYRE TROUBLES
DURING 1924.fit Dunlop
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DUNLOP
Rubber Co., (China Ltd.)

Representatives throughout the World of the
Pneumatic Tyre Industry.
SHEWAN TOMES & Co., Ltd.
Hongkong, Phone C.4554.

Usually this is a fairly simple matter, but if it proves impossible, or necessitates expensive structural alterations, there is a very simple way out of the difficulty.

A USEFUL TIP.
Obtain a length of piping of any material—even rubber will do—of about the same bore as the outlet from your silencer, lead the end out into the open, and connect up the exhaust pipe to the extension.

You can then run your engine until the tank runs dry without fear of ill-effects. But be careful not to leave any leaks at the junction of the two pipes.

One reader asks whether the growing use of the motor vehicle is injurious to public health. I presume he means whether the impregnation of the air in the streets of large towns is sufficient to be injurious?

Well, I should doubt it, although, not being a chemist, I should not like to say definitely, I have certainly felt unpleasant effects when forced to wait in a long string of slowly-moving cars on a hot summer's day, and when riding in the interior of a friend's car into which the exhaust fumes had a nasty way of penetrating.

LONG LIFE

In buying a motor car, consider what the cost will be when divided over a period of years.

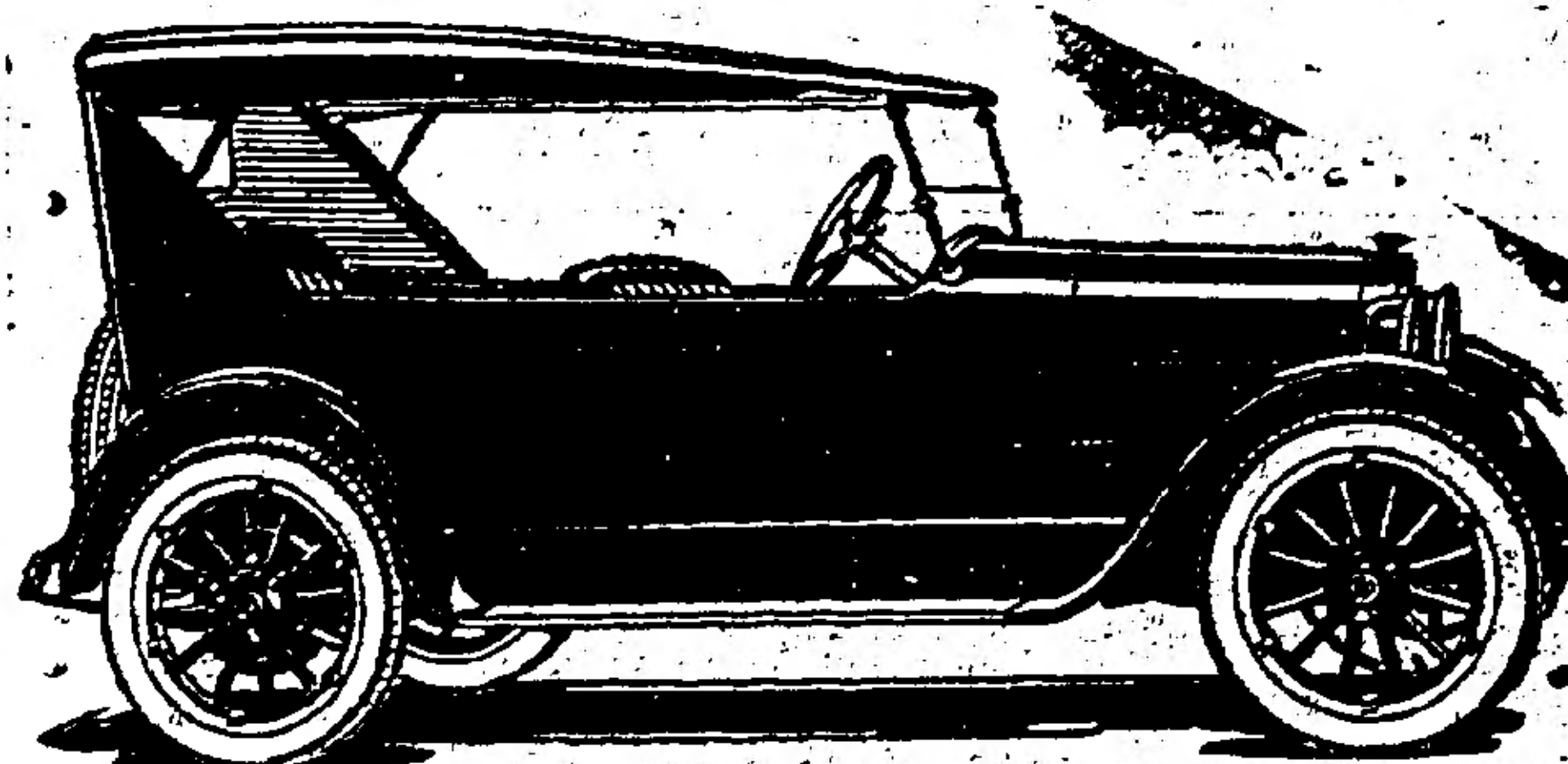
What is the car's reputation for satisfactory service after the first year? After the second? And after the third—and fourth? These considerations, in the final analysis, are the true basis of economy in motoring.

And it is this attribute to which Dodge Brothers Motor Car owes its chief claim upon the unalterable loyalty of its owners.

DODGE BROTHERS, DETROIT

The price of the Standard Model 5-passenger Touring Car, complete with Magneto and with five Cord Tyres is \$2400.

COME AND SEE IT.

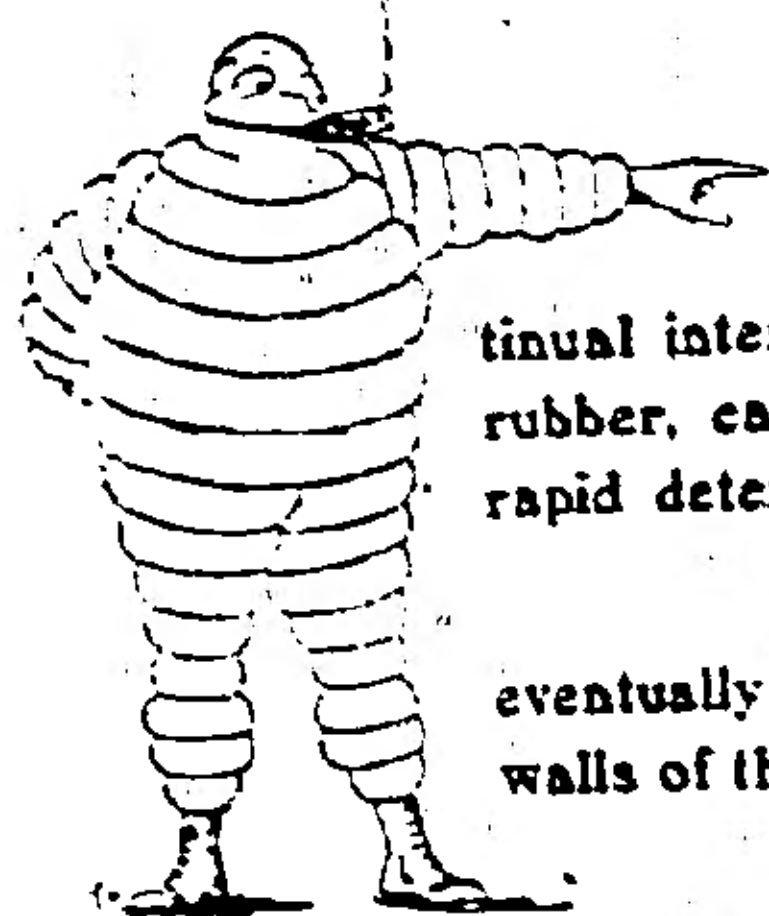


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Wong Nei Chung Road (Happy Valley).

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HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:

The Earl of Haddington M.C.	Her Grace the Duchess of Marlborough.
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Lt. Col. C. Winterville, D.S.O.	The Lady St. Germans.
Capt. L. F. Sloane Stanley.	
Professor E. Emrys-Robert.	
Dr. J. P. Broom, M.B.E.	
Dr. E. H. Felton, M.B.E.	
The Rev. F. W. Hasard Short, M.A.C., T.A.	

and many others too numerous to mention.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe and driving without speeding.

Free demonstration. Sold on easy terms.

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Sole Agents for South China.

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Tel. No. Central 1264.

THE NEW CADILLAC.

NOVEL BOOSTING SCHEME.

An interesting and unforeseen change in attitude on the part of prospective buyers of Cadillac cars was witnessed with the introduction of the new V-63, according to Mr. Jay W. Duniwan, manager of distribution of the Cadillac Motor Car Company. "While we have always encouraged salesmen to demonstrate Cadillac driving qualities, strange as it may seem, prior to the introduction of the V-63 a very considerable portion of Cadillac owners purchased cars without a demonstration ride because they were already familiar with Cadillac performance," states Mr. Duniwan.

"But following the V-63 announcement the situation was entirely changed, and every prospective owner was eager to get into the car and experience its riding qualities."

"Not since we introduced the V-type eight back in 1914 had so many fundamental changes been incorporated in one model. Except in a few details we had an entirely new engine. We had introduced the new car with the slogan, 'Expect great things.' We had amplified that slogan a few days later to 'Expect great things when you ride in a V-63.' And there was a very frank curiosity on the part of our Cadillac owners and prospective owners to know just what those 'great things' could be."

"There was the operation of the new engine to be demonstrated; and for many their first experience with four-wheel brakes. Many owners have since commented upon the sense of security in the quiet action of the engine and the smoothness and absolute sureness of the four-wheel brakes, stating that it is an experience that cannot be described."

"So great was this interest in New York that 292 persons were given a ride in the new V-63 during the first day of its showing. One distributor, who had only a limited number of the new cars on hand at the time of the announcement, was forced by the pressure of requests to limit first rides to once around a city square."

"The Chicago branch immediately after the announcement found its original plans for demonstrating the new car entirely inadequate. To take care of the demand it organized what was called a 'Cadillac Owner Week,' taking several additional cars from the showroom floors and inviting every Cadillac owner to come and enjoy a ride in the new car."

"So many expressed a desire that they could not possibly be accommodated during the first six days, and 'Cadillac Owner Week' was extended indefinitely."

MOTOR NOTES FROM GREAT BRITAIN.

CURRENT COMMENT ON MOTORING DOINGS.

(BY THE R. A. C. CORRESPONDENT.)

London, Jan. 4. The Royal Automobile Club has made very complete arrangements for the comfort and convenience of motorists visiting Great Britain for the British Empire Exhibition. Triptiques will be issued to all visitors who are members of affiliated Clubs and on landing every facility will be provided for speedy clearance and for the issue of the necessary registrations and licences.

Those who propose to utilise the opportunity of visiting other countries within easy reach of Great Britain will be interested to know that the R. A. C. are now issuing a fair number of triptiques for the Irish Free State and, in this connection, matters are working quite smoothly. Also the Club has made arrangements in the interest of those who contemplate touring in Italy. Hitherto duty has been charged on all petrol entering Italy by road, but the new concession provides that henceforth no duty will be payable on the petrol actually contained in the tanks of cars going into Italy.

COMPETITIONS IN 1934.

The R. A. C. has taken steps to co-ordinate the arrangements of the various organisations in Great Britain and Ireland proposing to hold competitions during 1934. The idea is to get out a definite sequence of fixtures and to avoid clashing of dates. An Advisory Committee on competition rules has been formed, its purpose being to suggest to the Club Committee such rules for open or closed meetings as may from time to time be found desirable. The Advisory Committee consists of six representatives of the R. A. C. and an equal number appointed by the Clubs promoting competitions.

RECENT OFFICIAL TESTS.

During 1933 eight lamps or devices applying to lamps have been officially tested by the R. A. C. The method of test has been standardised, so as to give accurate comparative data and an award for the most meritorious performance of a complete lamp of special design has been made to the Craftsman Lamp Company, Ltd., of 21, Ironmonger Lane, London, E.C. The proposed award for the performance of an adaptation for existing lamps has been withheld, as the Committee were of opinion that no device submitted showed sufficient merit. The Craftsman lamp is of a type having a specially formed polished metal reflector and a plain front glass. The merits of the lamp appear to be due to the shaping of the reflector and the arrangements made for exact focusing.

Interesting results were obtained in a recent test of a P.A.S. injector, which is a device for drawing a mixture of air and steam from the upper portion of the radiator into the induction pipe. A sports model two-seater car was tested over equal distances with and without the device in action, the speed being kept constant in both cases at about 29 miles per hour. With the device out of action the fuel consumption was 31.55 miles per gallon, and with the device in action the consumption improved materially, reaching the figure of 39.05 miles per gallon.

TEST OF AIR-COOLED CAR.

Perhaps the most interesting recent Club test was that of an 8 h.p. air-cooled Rover. This was run continuously for three hours on Brooklands Track at forty miles per hour, the idea being, of course, to test the car under conditions particularly likely to cause overheating. At the end of the three hours and without stopping the car, the bottom gear was engaged and the car was driven "all out" over a distance of 2 1/2 miles, which was covered in sixteen minutes. Even after this deliberate attempt to get the engine into an overheated and inefficient condition, the car was immediately driven from a standing start up the gradient of the Brooklands test hill, which is in part no less than 1 in 4. The ascent was made easily and without any incident, and the test seems to have proved quite conclusively the possibility of producing an air-cooled light car which will continue to work efficiently under the most trying possible conditions, tending towards overheating.

FOUR-WHEEL BRAKES TESTED.

Another interesting test has been that of the four-wheel brakes on the Bentley 3-litre car running on Brooklands Track. With four passengers in the car the four-wheel brakes pulled the vehicle, up in remarkably short distances. At 10 miles an hour, the distance was only 3 ft. 6 ins.; at 20 miles an hour, it was 19 ft. 9 ins.; at 30 miles an hour, 46 ft.; at 40 miles, 80 ft. 6 ins.; and at 50 miles an hour, 144 ft. 9 ins. With only two passengers on board, the distances were in most cases slightly larger. The car weighed about 23 cwt. unladen and the braking system is such that all four sets of shoes are adjustable from a single central point. Moreover, each individual pair is fully compensated and the two systems are also compensated. The shoes are lined with a new kind of friction material perfectly silent in action.

MORE ABOUT FRONT WHEEL BRAKES.

The four-wheel braking system is now standardised on the 14-40 h.p., 16-50 h.p. and 20-60 h.p. Sunbeam cars. The Company find that the four-wheel brakes are perfectly safe and distribute the wear more evenly over the tyres. The Sunbeams which distinguished themselves in the Grand Prix of 1933 were equipped with four-wheel brakes, as also was the 2-litre Sunbeam which won the Spanish Grand Prix.

In a recent instance in which a Sunbeam driver was prosecuted for excessive speed it was shown that the car, though travelling at over forty miles an hour, could be easily pulled up in about thirty yards, the Company, in fact, insisting on a standard of braking efficiency such that a 24-70 h.p. car travelling at forty miles an hour can be brought to rest in twenty-two yards, which is stated to be less than half the distance required if ordinary rear wheel brakes are used. In the case mentioned the magistrates were so impressed with the evidence that they refrained from endorsing the driver's license. This is an unanticipated but by no means negligible advantage of four-wheel brakes.

There are, however, still many motorists who do not care for the system and some manufacturers agree with them. The result is that on many 1934 models four-wheel brakes are optional. Thus, in the case of the 12 h.p. Westcar, customers requiring four-wheel brakes are provided with cars having strengthened front axles, though the makers believe that the ordinary braking system is so efficient that auxiliary braking is really unnecessary.

Similarly, that excellent "Overseas" car the new "Fourteen" is marketed as a standard type with the ordinary system of brakes, but provision is made for four-wheel braking at a slight additional cost. The system used has been thoroughly tested and proved free from danger.

SOME GOOD PERFORMANCE.

The demand for many British motor cars is largely due to their exceptional performance on the road and accredited instances of durability and reliability are always interesting. Recently we had a good example in the case of a 40-50 h.p. six-cylinder Napier of the post-war type designed on aero engine principles and owned by Mr. Lionel Rapson. In two years this car has covered no less than 75,000 miles, enabling a comparatively new type to prove its durability in a remarkably short period.

An interesting instance of durability comes from Australia. A Wolseley car sold to a Melbourne motorist in 1909 averaged about 10,000 miles a year in private service for two years and was then transferred to hire work. It performed this exacting duty for about nine years, covering an average of 20,000 miles per annum. It was then transferred to a Company owning a portable cinema outfit, by whom it is still employed. Its job is to carry a picture machine and four people and, in addition,

THE OPEN ROAD.

BY BERTON BRALEY.

We love the open country,
The pleasant rural scene,
The croon rare that's in the air
So brisk and clear and keen,
Where one is free as he can be,
Where—you know what I mean!

We love the open country,
The trees, the hills, the sky,
Our lungs are filled, our hearts are thrilled
As we go touring by,
Where nature smiles for miles on miles
To glad the questing eye.

We love the open country,
The road that stretches far,
But find the air is chilly there—
You know how these things are—
And lest the breeze should make us sneeze
We use a sedan car.

We love the open country,
But you know, I suppose,
The sun shines down and tans you brown,
Puts freckles on your nose,
A good sedan avoids that tan
And shuts out wind that blows

We love the open country,
It's such a change from town,
We cannot see sly, hill or tree,
When leaves are green or brown,
But, oh, we ride so snug inside
With all the curtains down!

to provide power for the necessary electric lighting during the display of the pictures. In this work it is doing about 5,000 miles per annum with a 1-ton load. Thus this fifteen year old car has now covered upwards of 200,000 miles under conditions by no means favourable and still remains fit for work.

A VINTAGE YEAR.

It is strongly suggested by "The Autocar" that 1934 will become to be regarded as a vintage year for British automobiles. The constant downward tendency in prices notable at the Show has led to a position in which manufacturers are giving extraordinary value for money and it is maintained that, unless some entirely unforeseen changes in the cost of raw materials and the rate of wages occur in the near future, either equipment must be reduced or prices must go up.

The position in respect of motor cycles is not dissimilar. According to "The Motor Cycle" the exports of British machines during the first ten months of 1933 were equal to the record pre-war figures for any whole year. The British industry is now supplying absolutely suitable machines of all classes for Overseas use and marketing them at prices which compare extremely favourably with those quoted before the war. There is a feeling, however, that in some cases prices will not admit of profit being made unless equipment is cut down.

"MANUFACTURERS' BALANCE SHEETS."

Despite all difficulties there are at least a certain number of British firms that are showing results satisfactory to their shareholders as well as to buyers of their products.

For the nine months ending September 1933 the Austin Company issued a report showing a gross trading profit of over £380,000 and a net balance, after allowance for interest on debentures, depreciation, and so on, of over £205,000. Cash at the bank and in hand stands at over £243,000 and the directors have been able to reduce the debentures by nearly £300,000.

In another branch of the industry, namely the manufacture of commercial vehicles, Dennis Brothers' balance sheet, recently issued, showed a trading profit of just over £89,000, an improvement of about £16,000 as against 1932. After placing a substantial amount to reserve, this profit permitted payment of a dividend of 10 per cent. with a 3 per cent. bonus. It is interesting to note that Dennis' shareholders have never received less than this amount during any of the past ten years.

In the motor cycle industry a good example of prosperity is revealed by the balance sheet of Messrs. A. J. Stevens and Company of Wolverhampton, makers of the famous A. J. S. machines. The year's trading shows a profit of over £22,000 and, after transferring £10,000 to reserve, a dividend of 12 1/2 per cent. per annum was declared. The prices of A. J. S. machines have been substantially reduced, and the export trade of the Company has increased by 25 per cent. compared with the previous year.

ANOTHER BRAKE TEST SURPRISE.

"Second" for Braking Purposes.

A Home writer has been dealing at length with a worrying motoring problem due to the findings of Mr. S. F. Edge in a series of carefully conducted tests on Brooklands test hill. Mr. Edge found that on the steep portion of the test hill the use of the engine as a brake on the A. C. car was slightly more efficient with the switch on and the ignition retarded than with the switch off. Personally, says the writer, I am unable to advance a tenable theory to account for this proven effect in practice.

RELIABLE FIGURES.

And here's a "wusser" one for you—again due to the public-spirited action of Mr. Edge in making these interesting investigations. Having carried out his tests on the steep portion of the hill in conjunction with the rest of the hill, some demon of inquisitiveness suggested to him that he should see what happened on the normal type of hill as encountered in normal motoring. Would there be any difference?

There was such an unaccountable difference that I haven't had a night's sleep since the results came to hand—or, to be precise, since I got the assurance that there was no clerical slip in regard to the figures. The results in question were so astonishing that I asked for confirmation, only to learn that equal surprise had been engendered at the other end, but that the figures were quite right, and that "facts is facts," whatever I or anybody else thought about them.

AN EXTRAORDINARY FACT.

A hill of one in eight is the normal type of steep hill which you encounter in main road travel. The one in four part of Brooklands is a gradient you only meet in "terraces" such as Sutton Bank—to quote one well-known example.

On the one in eight portion of the test hill, Mr. Edge found this extraordinary fact: the braking efficiency of the engine, practically the same whether the first or second speed is in engagement.

Personally I give it up! Having queried the possibility of clerical error, and been answered "No"—my bolt is shot. I acknowledge myself beaten!

HAVE YOU A THEORY?

The situation is rendered more complex (as they say in the detective stories) by the fact that in the tests taken over the whole length of the test hill, the results accorded with what we should all expect. That is to say, top speed engagement was very little use as a braking medium, second speed was distinctly useful, and the first speed markedly more useful. Why in the name of all that is wonderful should these common-sense results be turned upside down and inside out merely because the same tests are made on a hill of normal gradient? Is the second speed as efficient as the first as an engine brake medium?

Very sorry, ladies and gentlemen, but I can't solve it—so I "hand it over" to you! In many minds there is wisdom.

WOMEN M.P.s.

Criticise Their Critics.

Women members of Parliament, at a dinner given recently in their honour, made some challenging remarks. Like other feminine statements, they were not meant to be challenging, but simple reminders of plain fact. Lady Astor just mentioned, for example, that women possessed an unfailing sense of humour, which would help them in many trying moments in Parliament. The Duchess of Atholl, again, alluded, to the camaraderie and friendship among women to-day as a very beautiful thing. Though men may smile at such claims, that does not necessarily mean that the claims are unjust. On the other hand, all men of any perception would concede that women have a mighty determination; yet this was a quality on which the women M.P.s laid no stress whatever.

QUESTION OF HATS.

A certain resentment was shown by new women members against newspaper descriptions of their dress. They insist that the work they want to do is more important than what they wear, and would prefer attention devoted in that direction. One question of dress, however, was raised in two or three speeches. The Duchess of Atholl confessed to the modest and practical ambition of being in the House with her head uncovered. Some of her colleagues, Miss Bondfield for one, realized this ambition on the first day of their appearance in Parliament. But Lady Astor told a dreadful story of how men members had been shocked when she ventured into the Lobby without her hat. Hats, indeed, play a part in Parliamentary procedure. Perhaps women will depose them.

THE FLOWER-GIRL.

Mrs. Hilton-Phillips told the tale of a gift which had affected her deeply. Coming to the dinner she had been presented with a bunch of lilies sent with the compliments of "Nellie, the Piccadilly-circus flower-girl." It was not the first time Nellie had been kind to her. Once, as Mrs. Phillips related, she asked her advice about a flower-girl's shawl and hat for a character she was to represent on the stage; and Nellie came to her help with the very garment she wanted.

EARTH MUSIC.

Though in the City Pan is mute,
Not liking dust and bustle,
Lord over all, lord absolute,
He reigns where tree-tops rustle.

Go where you will among the trees
And you will hear him sending
Through shine and shadow down the breeze
His melodies unending.

In green arcades agleam with dew
You'll hear his music ringing,
Though, maybe, it will seem to you
Only a thrush is singing.

By night and noon his pipes are heard
For they are silent never;
Sometimes they are a singing bird
Sometimes a rippling river.

His wind-notes in the rosey morn
Or when the long day passes,
Are heard among the waving corn
And whispering leaves and grasses.

The song the green Cicada makes
At even-tide, unbidden,
By leafy streams and lovely lakes
Within his pipe is hidden.

'Tis hidden there till silence bends
A wistful ear and willing
In that hushed hour when peace descends
And done is toil and tilling.

Go where you will in glade or grove
You'll hear his song enthral-ling:
And now it is a cooing dove
And now its water falling.

From day to day and year to year
It is his ceaseless duty
To tell and tell in music clear
Of Earth's unfailing beauty.

Though worn by care and show-
ing stripes
And scars of Trouble's giving,
Let us, who know and love his
pipes
Rejoice that Pan is living.

Roderic Quinn, in the
Sydney Bulletin

MESOZOIC AGE.

Sloop's Collection of Fauna.

Many interesting fossils and specimens of marine life of great scientific value have been brought to Brisbane by H. M. A. S. Geranium, the naval survey ship, of the Australian navy. Chief among them, however and apart from its scientific value, the most interesting of all is a fossilized specimen of what appears to have been a giant fish lizard.

Surgeon-Lieut. W. E. J. Paradise, who showed the *Brisbane Courier* representative the specimens he had collected during the cruise, inclines to the view that the specimen is a fish-lizard closely allied to the pre-historic plesiosaurus (fish-lizard), which flourished shortly after the coal age. When it lived millions of years ago the reptile would have been about 20ft. long. The plesiosaurus is the type or leading genus of a family (plesiosauroidea) of fossil sea-reptiles, which abounded in the Mesozoic age, the secondary geological period, which includes the Triassic, Jurassic, and Cretaceous ages.

This specimen, said Surgeon Paradise, "was given to us by Mr. Allen, the officer in charge of the Botanic Gardens, at Darwin, and it is intended for the Sydney museum. The fossil was found inland in the Darwin district, proving that the previous existence in which it lived must have been many millions of years ago." On the deck of the *Geranium* lay a curious object covered with a wooden framework. To the casual observer all that was to be seen was a huge mississippian piece of chalky stone, but running in a straight line in the centre of the "stone" appeared circular holes which are, or were, the points in the vertebrae or backbone of the reptile. Branching out at even spaces are grooves which represent the ribs.

GIANT SEA WORM.

Another specimen intended for the Sydney museum is a giant sea worm, which was caught on a line. The worm easily swallowed a large hook. A tube of quite rare crustaceans also forms part of a fine collection. Among the collection are several tusks of the male and female dugong. The dugong is a species of herbivorous marine mammal, and doubtless it is the animal that has been mistaken for the fabled mermaid. The tusks of the female, which are used for feeding only, are 7in. long. The male's tusks are formidable weapons 8 in. in length and are used when fighting. Some of the fish and other specimens of marine life secured are very rare, and have not yet been classified. While they are comparatively unknown in Australian waters, it may be that their prototypes abound in Indian waters. Rare crabs of comic aspect were garnered from the Barrier Reef. Among them is a fine specimen of the mantis shrimp, which has a trunk encircled by dark grey bands. There are a number of varieties of mantis shrimp, but most of them are pure white in colour. Huge sponges, which are of no commercial use, being too gritty and hard, were also gathered along the Reef.

A GREAT STARFISH.

Another interesting fossil specimen is that of a giant starfish, which in future will adorn the collection at the Sydney museum. Jars of crabs, sea urchins, shell fish, sponges and sea anemones were gathered in the Pelaw group. Jelly fish, having blue tentacles, of a species rare in Southern waters, are also in the collection. The sea urchin is a vicious little fellow who, on account of his spikes, is called the "ja porcupine." His spikes are as sharp as a needle, and when they come in contact with any object a very objectionable inky fluid is ejected. A canful of fish and a jar of mixed specimens of marine life are intended for the Brisbane museum. Some of the specimens are comparatively common, while others are extremely rare. Surgeon Paradise added that it would take months of work to classify the collection.

The *Geranium*, during her cruise, performed varied and useful work. On the way to Thursday Island she acted in the role of escort to the *Bileola*, a collier, which was towing the *Hankow*, an old coal hulk, from Sydney to Thursday Island. The next stunt we had, said Surgeon Paradise, when narrating the incidents of the trip, "was to rush from Thursday Island to the rescue of the

No Corn Can Resist "Gets-It"

No matter how long you've had your corns, how bad they may be, "Gets-It" will cure them.



What you have tried, believe this—"Gets-It" will cure your corns at once, and quickly you can lift the corn right off the toe or foot, with the safety of a corn remover, the same simple way. Millions use it. Money back guaranteed. Cans 6s. 6d. only—postage 2s. Lawrence & Co., Ltd., Chicago. Sold in this city by

ART OF ENBALMING.

Relation to Early Medicine.

Professor G. Bellot-Smith delivered a lecture on "Mummies and Medicine" at a meeting of the Egyptian Exploration Fund.

The practice of embalming the dead in ancient Egypt, said Professor Bellot-Smith, was interesting for other reasons than as a strange and gruesome custom, which had made it possible for us to gaze upon the actual faces of the dominant personalities of the civilisation of thirty centuries ago. The connection of mummification with the development of medical science and practice was specially intimate. It familiarised the embalmers with certain aspects of the structure of the human body, and what was far more important—prepared the minds of the people to tolerate the practice of dissection, and acquainted them with the antiseptic properties of certain vegetable and mineral substances that afterwards played an important part in the treatment of disease.

The development of the custom of mummification, moreover, was closely related to the origin of magic and medicine. The fundamental idea that prompted the invention of embalming, and determined its survival for so many centuries, was the belief that it achieved something more than merely rendering the body incorruptible. It was regarded, not only as a means of prolonging indefinitely the existence of the dead person, but also as a device for conferring life upon him; in other words, of preventing the cessation of his vital activities. Thus its aim was brought into essential agreement with that of the primitive physician, namely, to combat disease—which was interpreted as a reduction of vitality by conferring upon the patient additional vital substance.

Montero, which had run aground on Young Reef, the *Marella* and the *Geranium*, pulling together, eventually got the *Montero* off, and back into her natural element.

Coming up from the Gulf, the *Geranium* stayed at Cape Westsell, and took observation to determine the exact position of the cape. Along this part of the Australian coast the aspect is one of rugged beauty. The towering rocks are crowned with great nuggets of ironstone. The natives of this part, Surgeon-Lieutenant Paradise explained, were very low in the scale of humanity, and indeed, were of ape-like appearance while they displayed all the treachery of the creatures of the jungle.

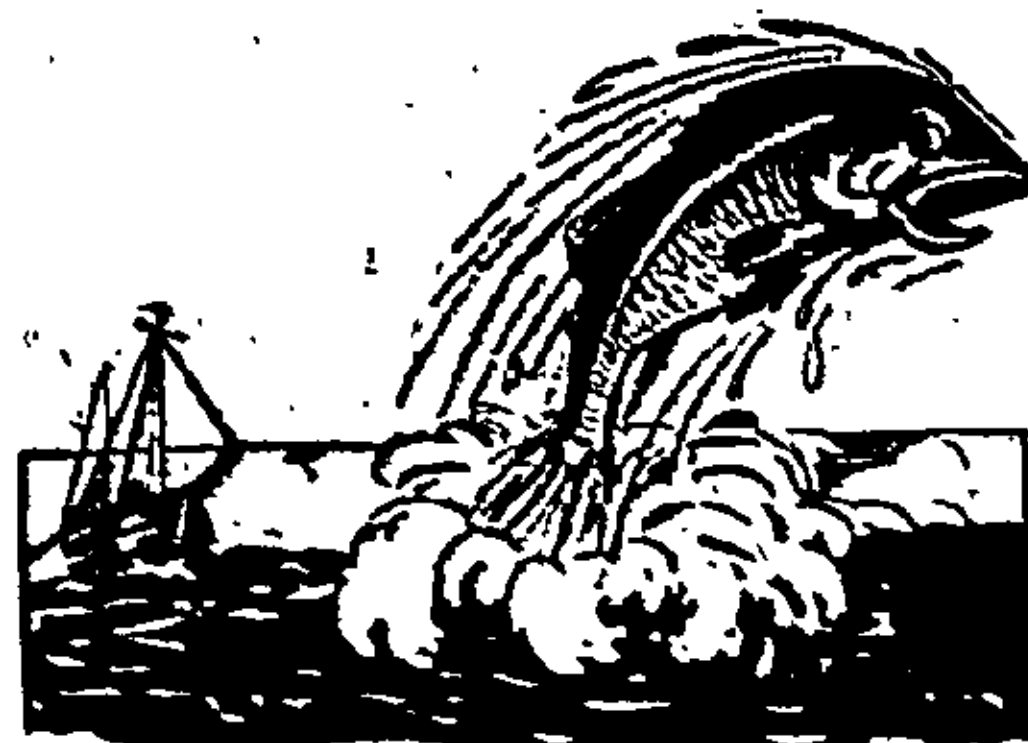
On North Island, one of the islands of the Pelaw group, is a peculiar geological formation. In one place there is a circular area of limestone, half a mile across, which was christened Bald Hill. In another part of the island is a ledge of dead coral formation on top of which are mushroom-shaped structures consisting of flat rock supported on pillars of oysters. Another very interesting sight was met with ten miles outside of Darwin, where great white anthills, 11ft. to 12ft. in height, excited considerable curiosity. Stretches of land a couple of miles across are covered with these ant nests, which run practically north and south.

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A DOWNING-STREET PORTENT.

Premier With No Official Experience.

When Mr. Ramsay MacDonald received the King's Commission he became the first Prime Minister since the office became part of our system two hundred years ago to reach that position without any previous experience of administration. Such a case would have seemed fantastic to our ancestors. Even as late as 1880 Gladstone maintained that a man should serve an apprenticeship before being admitted to the Cabinet, and it was an article of faith with the governing families for many generations that the higher offices of State should be jealously guarded for themselves. Men like Canning or Disraeli who broke into the circle were bitterly opposed and grudgingly accepted. Government was by family compact, and if he was of the right stock a man might reach the top of the tree rapidly. Rockingham formed his first Ministry at thirty-five, and Mr. Pitt was Premier at twenty-four, having already received an apprenticeship at the Exchequer. Disraeli became leader of the House without any previous administrative experience, but he had led the Opposition and was steeped in political lore. Grey's experience was rather out of date by the time he reached the Premiership in 1830, but he had been, for a short time and many years earlier, at the Exchequer and at the Foreign Office. Melbourne had been Irish Secretary and Home Secretary. Peel had filled several offices. Palmerston had an accumulated experience in connection with two opposite parties and was indeed a pretty typical placeman. Gladstone himself had followed the natural line of advancement for a young man of a rather new family, and he had been a good deal more than thirty years in politics before he became Prime Minister for the first time. Salisbury had been long in public life when he became Premier for the first time in 1885, and Rosebery had held minor offices in addition to the Foreign Secretaryship.

Of this century's Premiers, Campbell Bannerman had been Irish Secretary and War Secretary, Asquith had been Home Secretary and Chancellor of the Exchequer, and Lloyd George had filled several offices of importance. Mr. Baldwin is spoken of sometimes as one of the amateurs, but he was by no means without knowledge of administration, especially at the Treasury. The case of Mr. MacDonald stands alone.

LONDON HOSPITAL FUNDS.

Lord Knutsford Keeps His Job.

In writing to thank the "vast number of people who have helped the London Hospital," Lord Knutsford says: "We have received in 50 days £90,632. This, with the £80,000 from the anonymous fairy god-donor, and with Sir H. M. Mallaby-Deeley's £10,000, makes a total endowment fund of £180,000. This means an income of say £8,500 a year towards reducing our large annual deficit. I am obliged to refer to this because so many people have written to me that I shall never have to beg again. I see no chance yet of joining the unemployed, I wish I did; begging is a weary job. One touching incident in this appeal, I must put on record. On the last day of the year there was a long queue, like that outside a theatre, of poor people handing in their day's earnings and their humble savings. It made one gulp to keep down tears, but they shall have their reward if earnest endeavour and sympathy in their troubles can give it to them."

PAGEANT OF EMPIRE.

The Wembley Scheme.

The Dominion representatives in England "are giving hearty support to the Pageant of Empire, which is to open at Wembley on July 25. The services of Mr. Louis N. Parker, Sir Frank Benson, Mr. Frank Lascelles, Mr. H. Granville Barker, and Mr. Patrick Kirwan have been secured as masters of a pageant in three parts, the first dealing with the birth of the Empire, the second with the growth of the Empire, and the third with the Empire of the present day. These three parts will be played on three consecutive days. Sir Charles Oman, M. P., is acting as historical expert, and Mr. Rudyard Kipling is writing special verses. As it is impracticable to bring here any considerable number of performers from overseas, the Indian scenes must be, in large measure, in European hands. But in one way and another there is a substantial element of resident or student Indians in this country, from whom, in all probability, voluntary help can be secured. The Indian scenes will lend themselves to fine spectacular effect, and sound judgment has been shown in selecting the historic mercantile mission of Sir Thomas Roe in the 16th century to the Court of the Emperor Aurangzeb at Delhi, for the first day.

Wm. Powell

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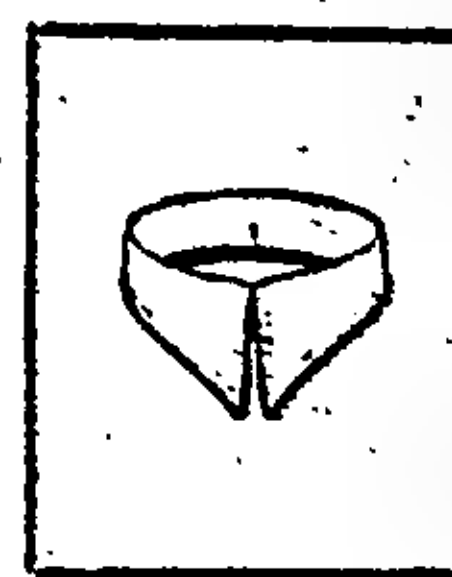
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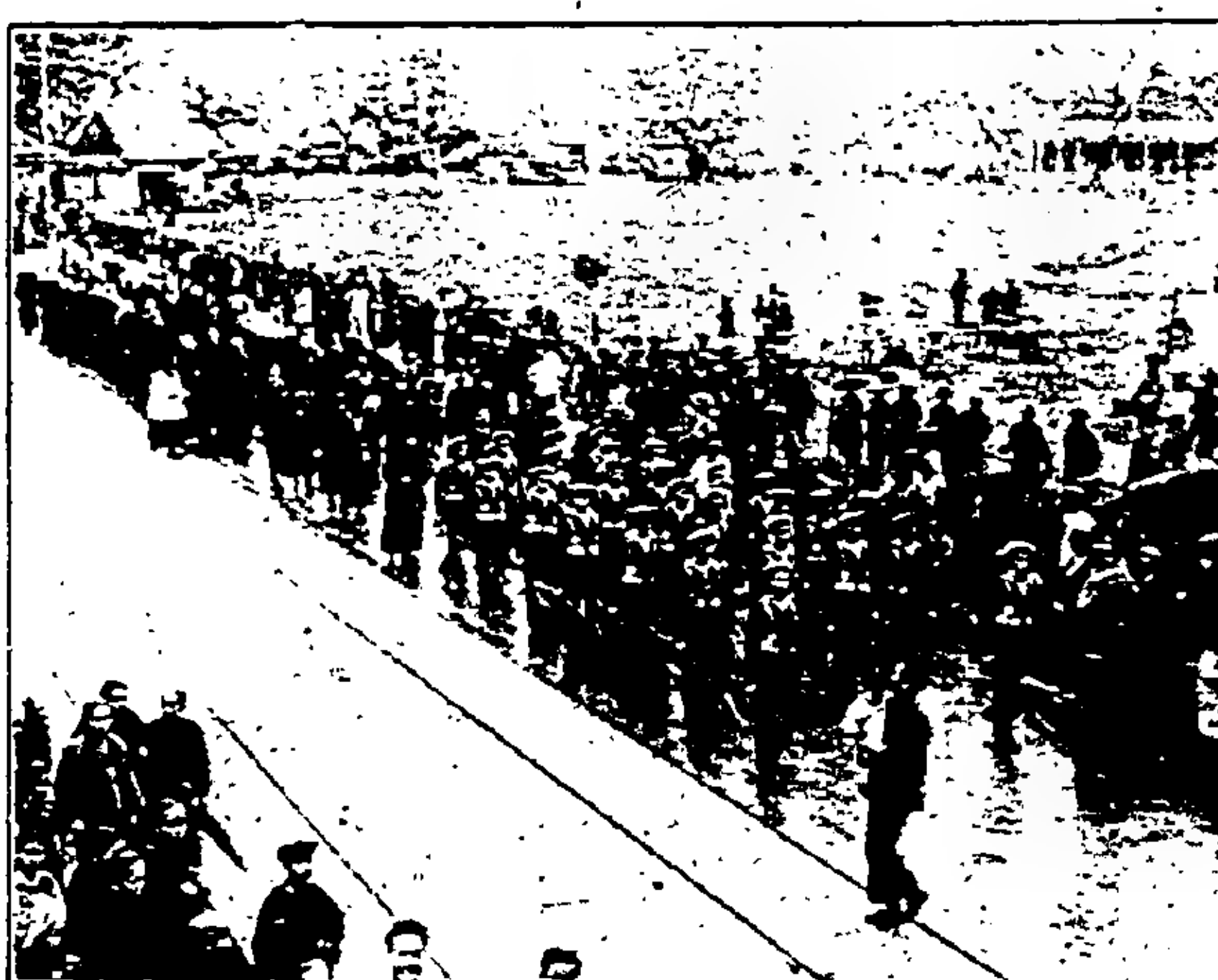
CAMERA NEWS.



Group taken at wedding of Miss Dorothy Frost and Mr. H. C. Rowson.
(Photo: Ming Yuen).



Mr. H. C. Rowson and his bride (Miss Dorothy Frost)
(Photo: Ming Yuen).



Scene at the funeral of the late Bishop Pozzoni. (Photo: Ming Yuen).



Professor E. Danenberg and his pupils, who recently gave a delightful
pianoforte recital.



Another photograph of the funeral of the late Bishop Pozzoni.
(Photo: Ming Yuen).



The late Bishop Pozzoni lying in state at
the Roman Catholic Cathedral. (Photo:
Ming Yuen).

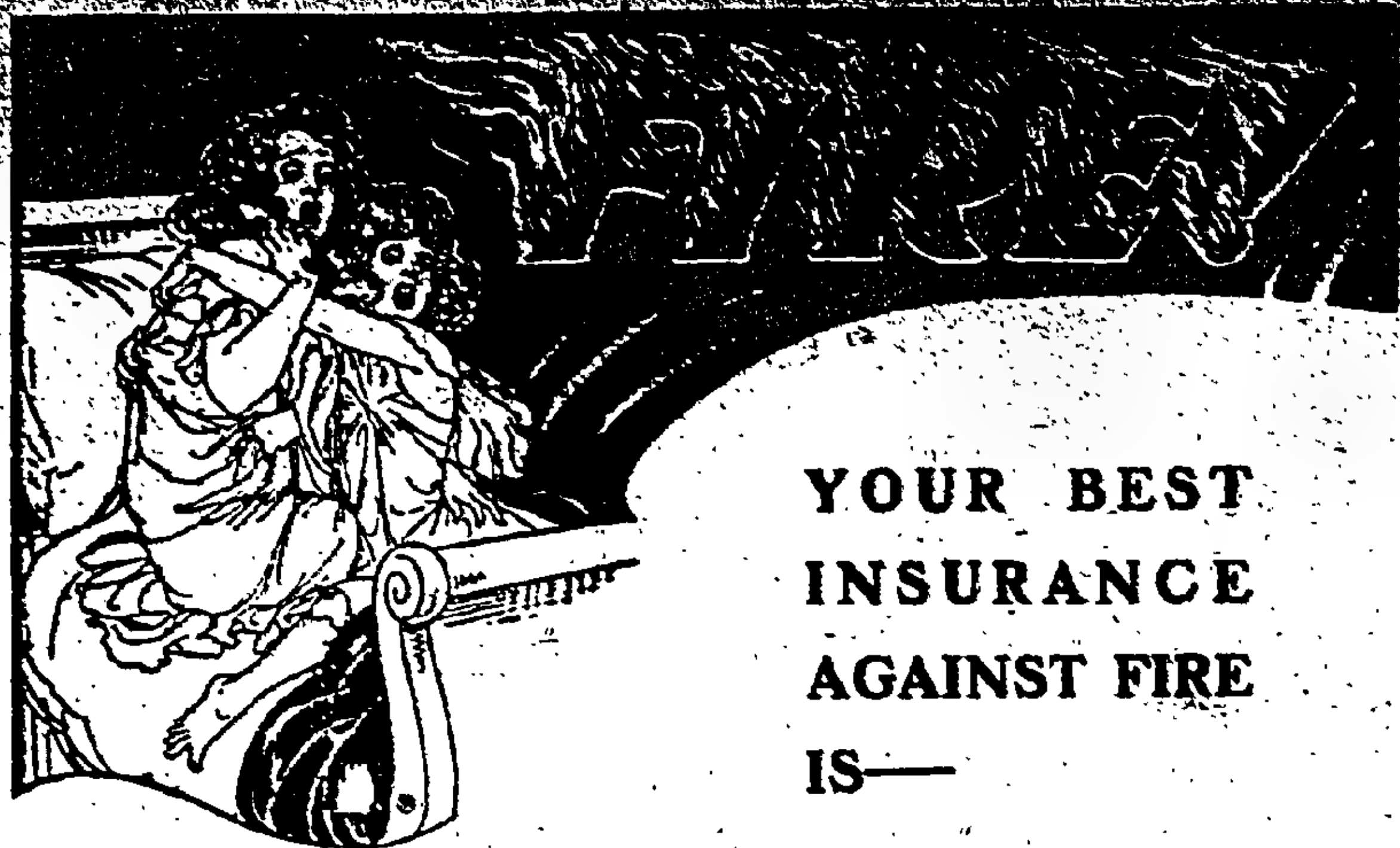


Mr. Hill, the Shanghai
jockey, escorting Miss Addis
to tiffin after winning the
Ladies' Purse at the Hong-
kong Races. (Photo: Ming
Yuen).

CARICARTOONS

Specially drawn by Will Farrow.





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RAILWAY SPEEDS.

World's Fastest Run in England.

Our idea of what is rapid going has undergone many progressive changes in a few generations. The contemporaries of the first railway regarded a prediction of 20 miles an hour as almost blasphemous. An English technical work of reference, published less than a century ago, expressed the opinion that no locomotive engine would or could ever exceed 30 miles per hour. Today the fast express and the racing automobile have taught us that one is merely idling along when he travels at such rates, and now the aeroplane, with records rapidly approaching 300 miles an hour, has led us to expect almost anything. The *Scientific American* says:—

The speed of travel in the immediate future is essentially a question of economics, for the cost rises rapidly, especially in ocean travel, and there is a limit to the price the public will pay. So far as ocean travel is concerned, the question has been answered by Dr. Ernst Foerster, who showed that to raise the speed of the Leviathan to 28.25 knots sea-speed would necessitate an increase of her horse-power to 185,000, and her length would have to be increased to about 1,000 feet, and her beam to 110 feet. He showed further that to secure a 33-knot vessel the length would have to be 1,120 feet, the beam 147 feet, and the horse-power 380,000. Hence it was concluded that if we wish to cross the ocean at a speed of over 25 knots we must do so in a transatlantic air liner.

With regard to travel by rail, the indications are that 60 miles an hour will be the maximum speed for many years to come. The fastest train in the world today, travelling on a regular schedule, was placed in service in July of this year on the Great Western Railway. The new train runs between Cheltenham and Paddington, and its maximum speed is obtained between Swindon and Paddington, a distance of 77½ miles, which the time-table requires to be covered in 75 minutes, or at a speed of 61.8 miles per hour.

The railroad systems of the United States have no train scheduled to run so fast; although the speed is approached during the summer season between Camden and Atlantic City. It would be quite possible, with our more powerful engines, and in spite of our heavy trains, to run trains at 60 miles an hour; but of late years it has been the policy of the management to reduce the speeds of our fastest express trains.

The writer travelled in the cab of the New York Central's twentieth-century train for most of the distance from New York to Chicago, and back, and by careful stop-watch timing secured some remarkable records, including four successive miles in the Mohawk Valley at 83 miles an hour and considerable stretches of tangent down the Hudson River Division at a sustained speed of 75 miles an hour. Completing the run, the train left Albany 29 minutes, and in spite of numerous slowdowns made the run of 131.73 miles from Albany to Spuyten Duyvil, New York, in 131 minutes.

RADIO NOTES AND NEWS

The Day of the Wireless Actor

Radio entertainers face the problem of difficulty motion picture actors have been confronted with ever since the introduction of that popular form of entertainment.

This is the difficulty of trying to put over a "gag" or "line" without expecting immediate applause.

When the movies first came into use, this was considered quite a perplexing problem. It was difficult to get men and women to act before a camera as though they were performing before a vast audience. Patience, in America, was a new art, and in case of the movies the actors had to go even beyond patience—they had to move their lips in conformance with words they were supposed to talk.

With the passage of time and experience, however, this difficulty has been practically obliterated and acting before a camera is looked upon as seriously, and hopefully, by the accomplished actor, as though the performance were being staged before an audience.

Radio broadcasting, still in its experimental stages, has the same problem to solve. Experienced actors are "stage-struck" when they face the microphone. Used as they are to appearing before a large gathering, they become almost speechless and lose their histrionic facilities for the moment when they have nothing but a microphone in a quiet room to speak to.

Imagine a comedian trying to crack a joke to his broadcast audience. To get it over, he must put himself into the spirit of it, he must act the joke just as he acts it on the stage. And the comedian's acting of a joke is just as important as the joke itself, in getting it over to the audience. Yet it would be to no avail if he had to send it across the air to his audience miles away.

Try as best he might to get that joke across, he doesn't know whether he succeeded. There is no applause. Not even those few attendants in the studio may applaud, because they might disturb the broadcasting performance of his success or intimation of failure.

But, perhaps, this is only parallel to what the movie actors went through in the primary stages of that industry. Perhaps radio actors will get used to this bothersome, nerve-wracking silence which they get in reply to their work. Perhaps the mash notes and publicity the movie actors get now will be duplicated somewhat in the case of radio actors.

Or, perhaps, there will come a time when sight will be transmitted by radio, just as there is coming the day when sound will be included with movie performances, when the actors' voices will be heard while their actions are projected on the screen.

This is no wild fancy, because there is already talk of just such a possibility. In fact, some optimistic inventors are at work on some sort of apparatus to effect this result.

Then, it is hoped, the actor will be seen by the radio audience, as well as heard—the funny man's jokes, for instance, will get over fully as well as before an immediate theatre gathering. And even more, it may be arranged so that the broadcasting actor might be able to see his multitudinous, scattered audience, enjoy their beaming faces, hear their applause and be encouraged to better performances.

It is almost too much to expect but—

You never can tell.

SUBSTITUTE FOR TELEPHONE.

Paris: A remedy for the intolerable shortcomings of the French telephone service is suggested by Professor Turpain, of the Faculty of Science at Poitiers. He insists that wireless telephony has now been developed to such a point that it will very shortly be possible to abolish all telephone exchanges and telephonists of all kinds, with absolute certainty merely by utilising various modifications of wave-lengths, ranging from, say, one metre and a half to three or four metres.

"Each subscriber," Professor Turpain states, "would have a sending apparatus which would enable him to communicate with every other subscriber on his system. On the other hand, he would have a receiver that would be capable of receiving wireless messages sent on only

one wavelength. This particular wave-length would really be his telephone number."

DANCE IT TO RADIO.

It has been said that we live in a world of "catch phrases." The latest arrival is "Dance it to radio," which has been added to "Say it with music," as the result of an enterprise by the management of the Marine Gardens Ballroom in Fortobello, whereby radio dance music is to be utilised in addition to the ordinary orchestral music, says an Edinburgh paper. The primary attraction in this connection is that the programme of the famous "Savoy Band," London, will be received at the ball room, so that Edinburgh dancers may dance to the identical jazz strains which float through the Savoy Hotel in the Metropolis, simultaneously, and in unison with London "jazzers." It is also hoped to "bring-in" some of the "plans" of the British Broadcasting Company's dance programme, which may be broadcast from one or other of the stations.

It is expected that a wireless receiver will be in operation within the month. At present by means of a radio amplifying scheme, considerable improvement has been made in "extending" the orchestra to the furthest parts of the hall. It has for long been a drawback that, at the extremities of the floor area, dancers could hear little of the music, a fact which caused congestion at the centre, where the orchestra is stationed. This has now been overcome by the installation of what is termed "a local microphone circuit," which consists of three microphones placed in a suitable position in front of the orchestra, a wire which runs to the foot of the hall into an amplifier, and a loud speaker from which the music is thrown out in increased volume. This has been done at each end of the ballroom, and thus the large floor space may be utilised to its full extent. The apparatus was assembled, tested, and finally installed by Messrs. J. G. Macintosh, radio engineers.

This scheme of the local microphone circuit will presently have an ingenious application at the St Andrew Square Picture House. In this instance the queues of people who on occasion gather outside will be treated to the music of the orchestra inside the hall. Loud-speakers outside will waft the music to the waiting people, and speculation as to "what" they are playing will be a pleasurable variation from remarks on the inclemency of the weather.

LISTENING-IN.

One result of the wireless craze is that a great hush has fallen upon suburban families, and many neighbour-annoying noises have entirely ceased:—

Once we made an awful row, but we seldom do it now: The gramophone has ceased to make a din.

We never ping and pong, or lift our voice in song.

For we're always listening, listening listening-in.

Now we never dance a bit, and as quiet as mice we sit: We biffed Aunt Jane because she dropped a pin.

Father's put his clubs away, and at bridge we never play, For all the family's listening, listening, in.

This rage for wireless waves quite a lot of worry causes. For Mother the spring-cleaning won't begin:

Mabel's given up her knitting and now her fiancé's quitting. Because she's always listening-in.

When the wave is rather long and the current extra strong. We hear the mark keep falling in Berlin.

But the doctor's in the place as we've all caught "broadcast face." Through listening, listening, listening-in.

(R. H. Roberts, in the *Windsor Magazine*.)

A JAVA SENSATION.

On February 11th, at Tangerang, 20 miles from Batavia, severe fighting occurred between 41 native religious fanatics and the police. The fanatics, armed with native swords and knives, declared that they wished to proclaim a new kingdom at Mount Gedeh. All of them wore amulets. The native police under the direction of the Dutch police, tried to disarm the fanatics, after which fighting ensued, resulting in one Dutch police officer and one native policeman being killed while 27 of the fanatics were killed and a dozen wounded.

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An Electrically-Driven Pendulum which operates any number of Clocks. The Pendulum is combined with a simple switch so that both the time-keeping and switching functions are performed automatically and in an ideally perfect manner. Each dial has only a "one-wheel" movement behind it, so that this simple mechanism secures uniform and accurate time-keeping without winding up or any other attention. They are correct to within half a minute in six months. Let us quote you for complete installation.

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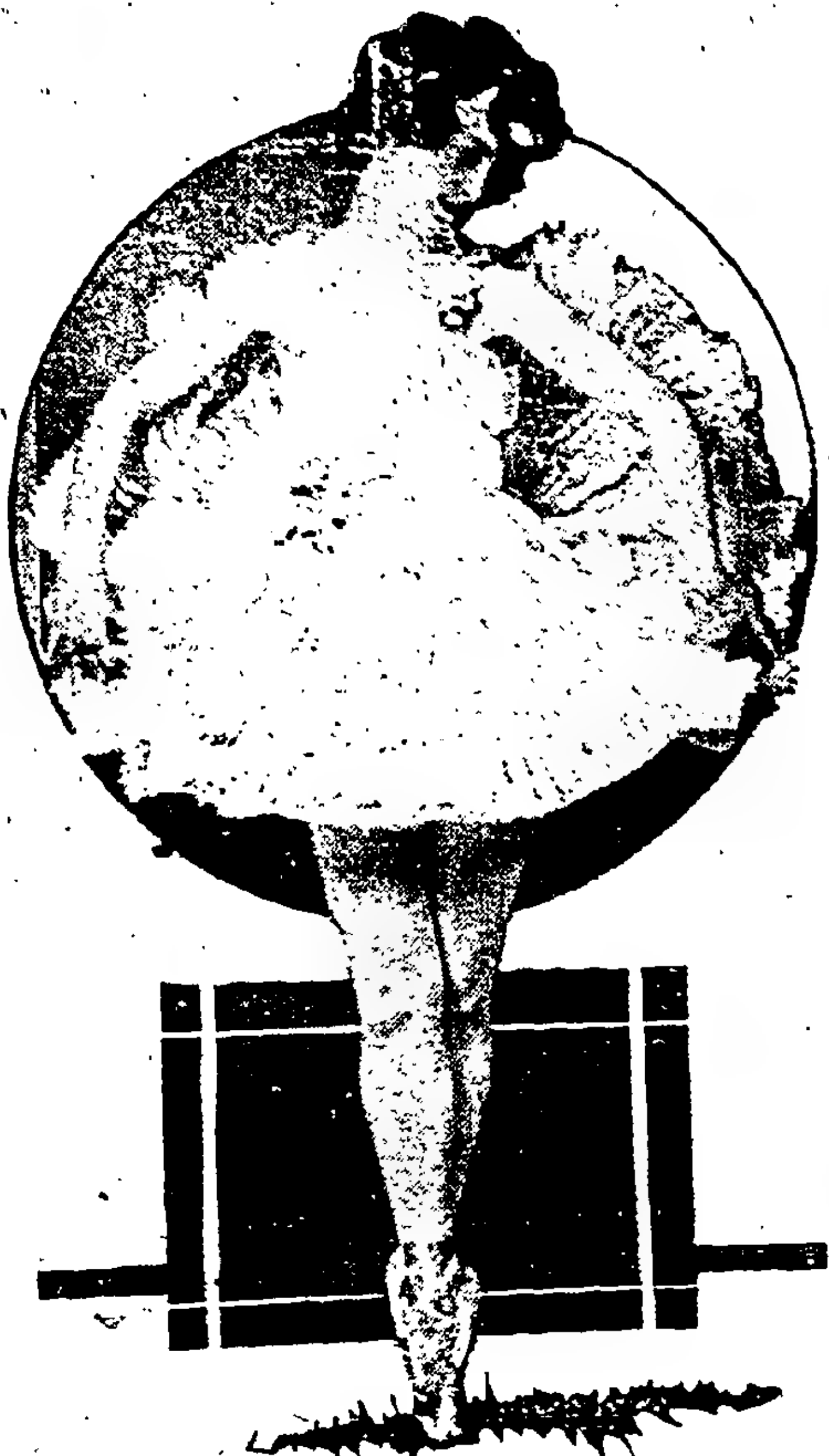
The China Soap Co., Ltd.,
Shanghai-Hongkong-Tientsin
Hankow-Tsinanfu-Moukden

THE HUMAN ZOO



Mother—"Oh, John! You were too wonderful! I could hear your voice above all the rest!"

WOMEN'S INTERESTS



Miss Marie Galeski's legs, which a council of artists, following a nation-wide contest, have just pronounced the most beautiful in America. Marie is 21, lives in Milwaukee, and says she developed her limbs by means of a dancing. Judges gave her a pair of gold quarter clasps inscribed with her initials to commemorate her victory.

FASHION NOTES.

Colour is being seen a good deal more in our afternoon and evening frocks. The beaded dress, of crepe georgette for the afternoon has long wing-like sleeves that flutter as the wearer dances. In the evening it has merely shoulder straps. With a satin frock of crepe satin, plain, but good, with the shortest of sleeves and a low decolleté.

Where embroidery is introduced it is in some bright and daring colour, or mixture of colours of a rustic nature. A basket of flowers, or a large spray, is embroidered on one shoulder, either in wool, chenille, or ribbon. If not on the shoulder, it is placed at the waistline in the centre of the long, straight panel. Again there may be just two or three small bunches dropped here and there, one on the skirt hem and a small bunch on the cuff of each sleeve frill. It is a pretty idea for youth, but the middle-aged woman is wiser to abstain from all decoration and give her entire attention to the cut of her gown and the quality of the material.

The knitted silk dress for indoor wear is an exact replica of some of the little cloth dresses, even to the colour. A ripe corn colour may be chosen for the dress, with floating blue panels, long sleeves, and a turn-back collar. Navy blue faces collar and cuffs, and borders the panel. Long or short sleeves are made for these frocks, and for outdoor wear a little coat with the two colours introduced, completes the picture.

THIS WEEK'S RECIPE.

DATE FONDANT.

Have ready a bowl, a pastry board, three plates, three knives, 1/2 teaspoonful vanilla, a tablespoon, a small basin or cup, 1/2 lb. icing sugar, one white of egg, 1/2 lb. dates.

First stone the dates and chop them up very small. Beat the white of egg on a plate with a knife and mix the sugar, also the vanilla. Add the dates and mix well. If it does not seem quite moist enough add a teaspoonful or two of water. Knead it thoroughly and roll into a bolster shape. Leave it for a few hours to harden, and cut into slices.

Long tunics, full and circular in cut, cover the skirts of new dresses to within a few inches of their hems. These tunics may be divided in front or they may be complete over-skirts. They may be plain or flounced but they are sure to be seen on the fashionable dresses of the season.

Tortoiseshell earrings, tortoiseshell beads, also to be worn about the neck, and tortoiseshell cigarette cases and holders. Most of these objects take simple forms, and the simpler the shape and the more delicately carved, the smarter the accessory is considered.

ADVANCE NOTES FROM PARIS.

The advance models for spring wear show no distinct uniform style, but all carry out the idea of the straight line. Whatever fancy may take the dress designer when he produces his full spring and summer collection, it is evident that the straight line will be the dominant feature.

But fortunately for those whom Nature has not made like two flat planks, there is every opportunity for assuming slimness. The cross-over front is one good point of a frock made for a stout figure. The cutting of the dress across the back at the waist line, and allowing the bodice to blouse over slightly, is another.

Some smart little walking dresses are to be seen in Paris—covered with a coat at present, but destined to air their daintiness in the sun a little later. In crepe marocain, black, or navy blue, the frock is made more on the lines of a jumper, with broad cuffs of white georgette at the wrist, and a binding of the same material to finish off the bateau neck band. A smart pleated jabot falls some way down the front of the bodice, more like a miniature waterfall. The waist—if one there can be said to be—has a white suede belt buckled round it. A cloche hat of the same material, quartered neatly to make the crown fit well to the head has sprays of flowers and leaves, cut out in white suede, applied to material with black or blue silk, according to the colour chosen for the costume.

The introduction of the jockey cap has led to some intriguing three-piece costumes, distinctly reminiscent of the hunting field. They are designed for sport or street wear, and are decidedly becoming. A navy blue rep has been used for one model, with its plain skirt and long three-quarter tunic, belted at a low waistline. A loose Raglan coat is made to slip over it. A high collar band, and a narrow band down the front of the tunic, match the respective linings of red crepe de Chine, and are trimmed with a line of small cloth buttons. The belt of the tunic has some gold worked into it, the coat is adorned with a very large flap pocket—big enough to put a map in when motoring. This useful costume has its own special close-fitting hat of red or blue velvet.

Ribbon is being plentifully used again this season, and with great distinction. The colours are vivid—green, bright blue, orange and old rose, to say nothing of a fancy ribbon with all these colours mixed in and gold and silver thread added.

Especially in hat trimming is ribbon used, in every width from one to six inches. Quilted, pleated laid on in flat bows, tied in smart knots, with long ribbon ends reaching the waist line. Looped ribbon has been successfully used to border a silk crepe shawl, worn on the stage by a celebrated actress at a Nice theatre. It makes a delightful change to the fine silk fringe that usually finishes on such shoulder wraps, and is certainly more solid, though not still in appearance.

Plaid ribbons are also being used, but then plaid is very general as a decorative note at this moment.

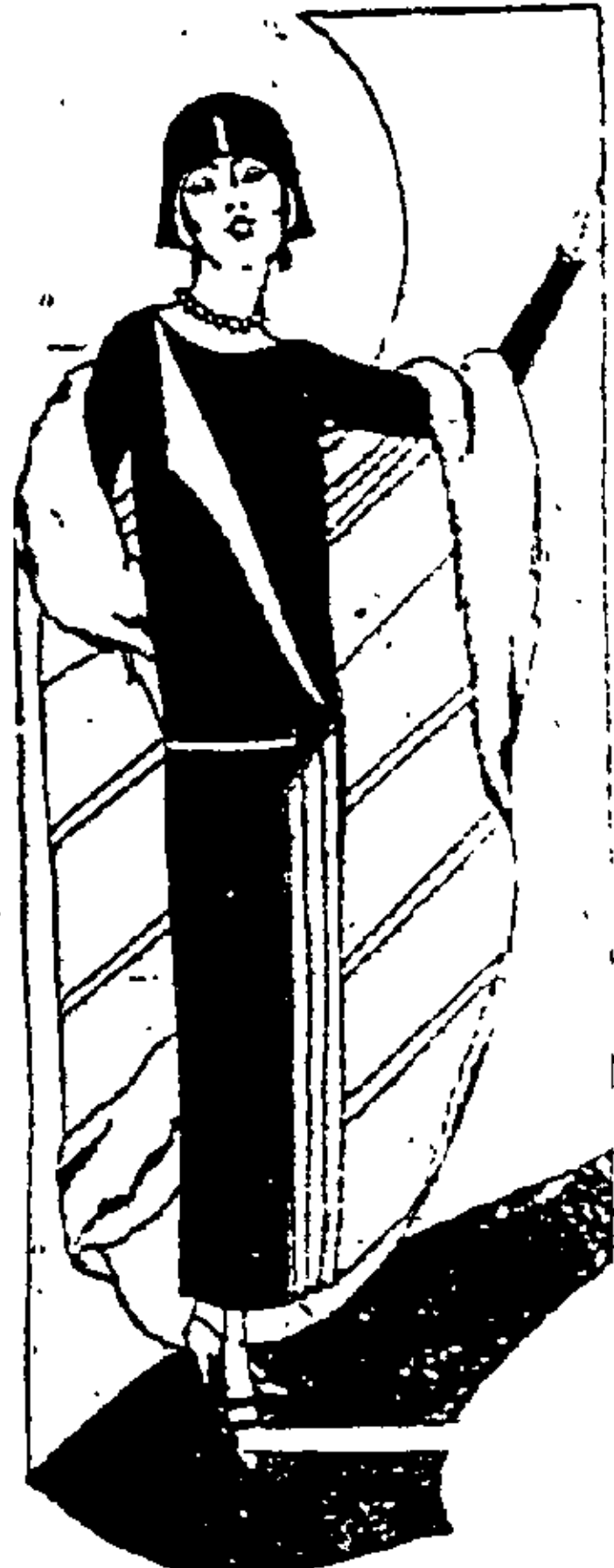
Plaid cloth panels trim a thick bure motoring coat; a neat little short-coated costume has a Scotch air about it, owing to the facings and lining of taffetas in real plaid, such as would be recognised in the Highlands.

Bright red scarfs are worn effectively with the white creps or jersey dresses.

CORSETS AND HOSIERY.

The latest whim for using ribbon is the ribbon corset sometimes made of a single wide satin ribbon, fitted to the figure, sometimes made of strips of satin ribbon about an inch and a quarter wide. The ribbons run horizontally about the figure, and their edges are not joined, but they are held in place by the bone casings. Ribbon brassieres, of course, are always in vogue, and

SHORTER SKIRTS.



Due to the new pencil silhouette, skirts are growing shorter. A frock like a meal sack that extends to the ankles is hardly graceful. On the other hand a straight-line frock that extends only to a point well above the ankles is graceful and simple and becoming.

are often attached to the ribbon corsets. The latest stockings resemble net. The favourite ones are flesh colour—not flesh pink, but the warm beige tone which comes in a series of shades so slightly separated that one can exactly match one's own skin, whether fair or dark.

A COSTLY FASHION.

The Parisian has thought of a new but extravagant bracelet fashion by having about 60 narrow bangles set with diamonds or rubies. All are worn at one time, the ruby bracelets, being fewer in number than the diamond ones, serve to punctuate the white mass of precious stones.

THE LATEST WHIM.

The latest dainty vanity case is about the size of one of those large lockets which grandmother used to wear round her neck with grandfather's portrait safely shut inside. But the vanity locket contains a mirror which faces a very thin powder puff. My lady's rouge is encased in a pencil of gold, like the locket, and it serves as a handle for carrying the powder case which swings from it on a delicate gold chain.

DRINK HOT WATER.

A Cure for Many Ills.

Hot water, taken internally, is a wonderful complexion beautifier, besides being a sure though simple cure for many little ills. A tumbler of hot water, slowly sipped, the first thing in the morning and the last thing at night, if persevered with for about six weeks, will make a most astonishing change in the complexion, turning a dull skin into a pretty, clear, transparent one. As a cure for indigestion, that arch-enemy of beauty, a glass of hot water is invaluable, and, taken regularly after the two chief meals of the day, will be very efficacious in removing redness of the nose.

Adding a pinch of common salt to a glass of hot water will remove a headache, provided that the cure is applied as soon as the first symptoms of headache are noticed. Small pads of cotton wool, soaked in hot water, should be applied behind the ears in cases of extremely painful



While it was part of man's attire it hid shyly behind a vest. Now it shows its outline brazenly—in a pleated shirt front—nothing less. The frocks are tailored ones, suitable to charmer, fine, trill or jersey. The blouse is very smart, that would put the finishing fashion touch to a new tailored suit.

headache, and almost immediate relief will be obtained. The heat applied in this way relaxes the muscles and soothes the nerves, and so helps to drive away the pain.

A wineglass of hot water taken after meals acts as a cordial, while for those who suffer with insomnia the surest way to induce a sound, refreshing sleep is to sip, after getting into bed, a glass of very hot water.

When the eyes feel tired and aching from eyestrain or the effects of cold, sharp winds, bathing them with very hot water will give instantaneous relief.

REVIVAL OF "HEART" DESIGN.

The "modernist" tendency in dress and frivolities sometimes palls, and on that account we see a revival of the heart as a decorative motif. Heart-shaped powder boxes in gold-sprinkled lacquer are charming, and have heart-shaped powder puffs inside. The same line is used for pincushions, covered with delicately coloured satin and embroidered linen, which are pretty and useful. Heart-shaped handbags are made on a firm foundation, are covered with gold lame, and hang

TO MARRY THE PRINCE?



This is a recent photo of Lady Mary Thynne, whose visit to South Africa has renewed the gossip that the Prince of Wales may make her his bride.

COLOURED HANDKERCHIEFS.

Coloured handkerchiefs play a more important role for daily use than those of fine white linen. Yellow, deep pink, apple-green, and blue are the colours chosen for these gay little mouchoirs, less than 13 in. square.

Bindings are rolled round some; others are buttonholed in a fancy design; and another idea is to finish them off with a picot edge.

A border in another colour is marked an inch from the edge, others again have the monogram skillfully embroidered, and the intervening linen cut away, so that it leaves the letters as openwork.

Handkerchief of hand-woven linen, bordered with real lace, are as wonderful to look at as a sovereign is nowadays. They are so soft that one is almost afraid to use them, and one wonders if it is necessary to have them insured before one takes them out!

Others, in white linen, less expensive but equally beautiful in their way, are edged with real or the best imitation lace machinery can turn out.

A narrow frill of hand-darned lace is also a pretty finish to give the up-to-date handkerchief, and does not make them too dear to buy in fair quantities.

CAPE SLEEVES.

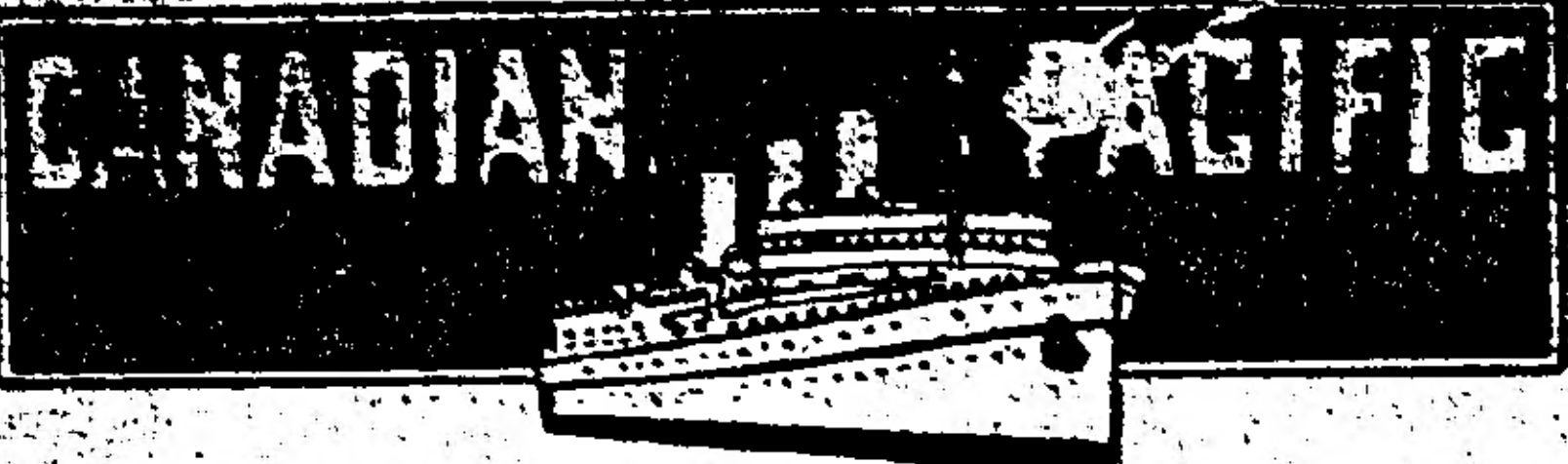


Tiny capes form the sleeves of the new straight dress of heavy satin. Just a little gathering on each shoulder adjusts the neckline.

from a gold cord, while a gold tassel depends from their lowest point.

Heart-shaped rings of onyx or black enamel are set round with brilliants, and are worn on the ring finger. There has been a rage for wearing rings on the first finger of late, so one must specify

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND			
From	To	From	To
Shanghai	May 11	Yokohama	May 11
Kobe	May 11	Manila	May 11
Nagasaki	May 11	Penang	May 11
Yokohama	May 11	Colombo	May 11
Manila	May 11	London	May 11
Penang	May 11	Yokohama	May 11
Colombo	May 11	Manila	May 11
London	May 11	Shanghai	May 11

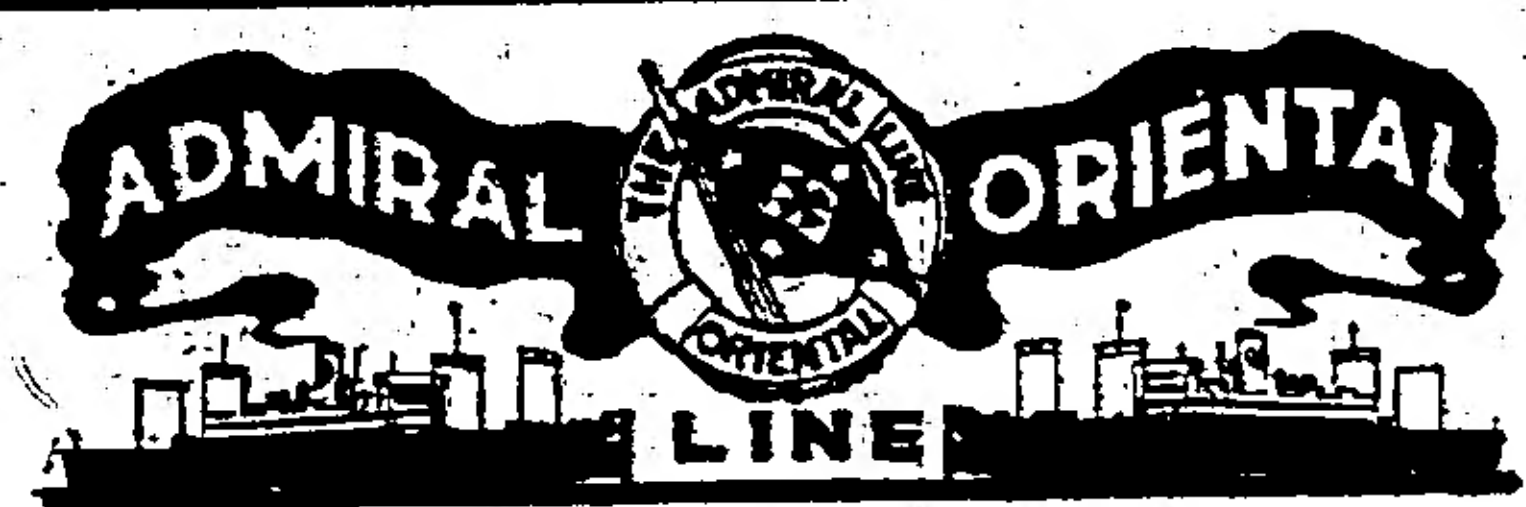
via Atlantic Salts every 10 days to Liverpool.
Southampton, Glasgow, Antwerp, Cherbourg, Hamburg.
Alliance: 1. Cabins on Atlantic steamers held by and through tickets issued.
Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the Empress of Russia, 20th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.
Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.
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"PRESIDENT MADISON"	March, 17th
"PRESIDENT MCKINLEY"	March, 29th
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"PRESIDENT JEFFERSON"	22nd Apr.

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"PRESIDENT GARFIELD"	Apr. 15th
"PRESIDENT POLK"	Apr. 29th
"PRESIDENT MONROE"	May, 13th

FROM SAN FRANCISCO FOR HONOLULU.

KOBE, SHANGHAI AND HONGKONG.	
"PRESIDENT ADAMS"	TO-DAY.
"PRESIDENT GARFIELD"	Mar. 15th
"PRESIDENT POLK"	Mar. 29th

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TAIYO MARU	(From Kobe)	Mar. 14
YENYO MARU	(From Kobe)	Mar. 27
KOREA MARU	(From Kobe)	Apr. 8
SHINYO MARU	(From Shanghai)	Apr. 23
SIBERIA MARU	(From Shanghai)	May 5

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AERICA & IQUIQUE.	From	Leave Hongkong
GINCO MARU		Mar. 14
ANYOM ARU		Apr. 24
SEIYO MARU		June 10
RAKUYO MARU		July 19

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SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
LEGAZPI ... about 12th Mar. | C. LOPEZ Y LOPEZ 28th Apr.
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S.S. CITY OF MANILA ... via Suez Canal ... 2nd Mar.
S.S. KABINGA ... via Suez Canal ... 11th Mar.
S.S. KNIGHT TEMPLAR ... via Suez Canal ... 21st Mar.
S.S. CITY OF BRISTOL ... via Suez Canal ... 31st Mar.

Steamers proceed also to Hong Kong or Penang via Canton or Shanghai.
For freight and passenger particulars apply to—
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CRUISE

ACCOMMODATION ON THE "EMPRESS OF CANADA" IS AVAILABLE FOR PASSENGERS FROM THE ORIENT. THE STEAMER WILL SAIL ON THE FOLLOWING SCHEDULE:

HONGKONG	Leave	18th April
SHANGHAI	Arrive	20th April
	Leave	21st April
KOBE	Arrive	23rd April
	Leave	25th April
YOKOHAMA	Arrive	1st May
	Leave	3rd May
HONOLULU	Arrive	14th May
	Leave	15th May
HILO	Arrive	16th May
	Leave	18th May
VANCOUVER	Arrive	23rd May

Connections on the Atlantic will be made with "MONTROYAL" (formerly "Empress of Britain") 30th May to Liverpool and "EMPRESS OF SCOTLAND" 4th June to Southampton.

In connection with the "Empress of Canada" tours have been arranged to Peking and Japan, fares for which will be quoted on application. These tours are entirely optional and passengers may make the "Empress" their home while at Ports of call.

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Leaves Hongkong 10th Mar.

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Montop" Due Hongkong 8th Mar.
Leaves Hongkong 10th Mar.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND PORTS.

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For Saigon, Singapore, Manila and P. I. Ports.

U.S.S.B. "West Ivan" Due Hongkong 14th Mar.
Leaves Hongkong 15th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to
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General Agent for Japan-China-Philippines. G. P. BRADFORD, Res. Agent.
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CONSIGNEES

NOTICE TO CONSIGNEES

SERVICES CONTRACTUALS

des MESSAGERIES MARITIMES

S.S. "PORTHOS"

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In connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 3rd March, 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th March 1924, or they will not be recognized.

All damaged packages will be examined on Monday the 3rd March 1924, at 10 a.m. by Messrs. Goddard & Douglas. No Fire insurance has been effected.

R. RODENFUSER

Acting Agent.

Hongkong, 25th. Feb. 1924.

NOTICE TO CONSIGNEES

THE NEW LINE STEAMERS LIMITED

From MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship

"BENGLOE"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 4th March, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 12th March, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 4th March, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON AND CO., LTD.

Agents.

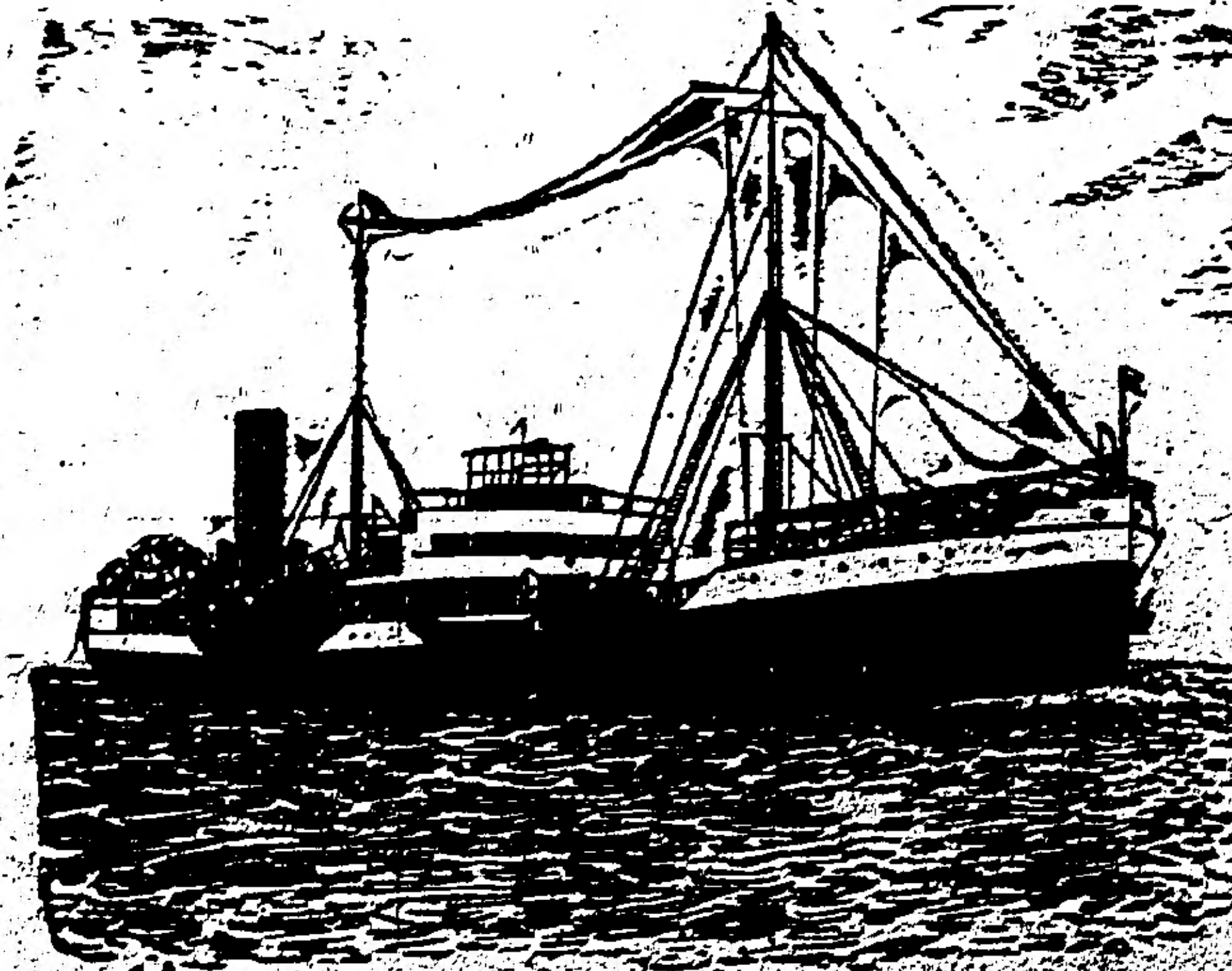
Hongkong, 27th. Feb. 1924.

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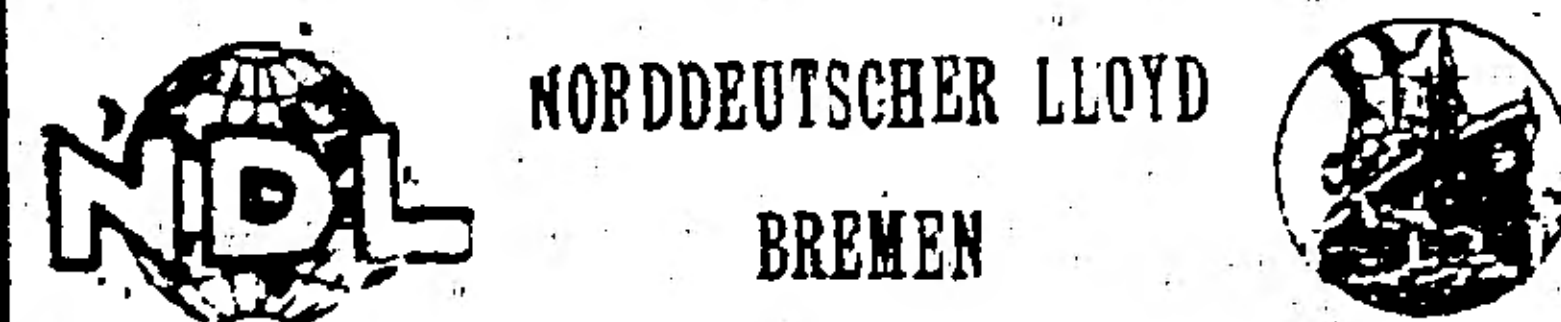


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STEAMER	TONS	SAILING DATE	DESTINATION
AACHEN	6,000	26th March	
*DERFLINGER	9,160	4th April	Manila, Singapore,
*NIENBURG	4,200	14th April	Belawan, Colombo,
*COLENZ	9,450	2nd May	Port Said, Genoa,
PFALZ	7,130	17th June	R'dam, Hamburg,
HOLSTEIN	5,000	end of June	and Bremen.

All dates subject to change without notice.

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(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
MASSARA	5,373	1 Mar. noon	S'pore, Pang. C'bo & B'bay
KARWALA	9,098	8th Mar.	M'les, London & Antwerp
KIDDERPORE	5,334	14th Mar.	S'pore, Pang. C'bo & B'bay
PORE	7,618	20th Mar.	S'pore, Pang. C'bo & B'bay
NALDERA	15,993	22nd Mar.	B'bay, M'les, L'don, Antwerp
SICILIA	6,813	28th Mar.	S'pore, Pang. C'bo & B'bay
JEWEL	5,318	3rd Apr.	S'pore, Pang. C'bo & B'bay
KIDDER	9,014	5th Apr.	M'les, London & Antwerp
NELLORE	6,853	9th Apr.	M'les, London & Antwerp
PADUA	5,907	12th Apr.	S'pore, Penang & Bombay

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	17th Mar.	S'pore, Penang & Calcutta
TORILLA	5,205	14th Apr.	S'pore, Penang & Calcutta
TALUA	10,900	10th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ASTERN	4,005	Mar. 10.30 a.m.	Manila, Thursday Island, Townsville, B'bane, Sydney & Melbourne.
ARAFURA	6,090	2nd Apr.	
ALBANS	4,500	30th Apr.	

For Freight and Passage apply to the following:-
The Union S.S. Company's agents in the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via the Cape.
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The P. & O. Great Britain Steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

PADUA	5,907	1 Mar. 4 p.m.	Shanghai, Moji & Kobe
CHINA	7,352	8th Mar.	Shanghai, Moji & Kobe
ARAFURA	6,090	8th Mar.	Moji & Kobe
NELLORE	6,853	10th Mar.	Shanghai & Kobe
TORILLA	5,205	12th Mar.	Moji & Kobe
SICILIA	6,813	13th Mar.	Shanghai

All dates are approximate and subject to alteration without notice.
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OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
RADNORSHIRE	1st Mar.	GLENBEG	4th Mar.
GLENROGIE	11th Mar.	GENOA, L'don, R'dam & H'burg	
GLENSHANE	25th Mar.	PEMBROKESHIRE	3rd April.
		London, Rotterdam & H'burg	

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M MESSAGERIES MARITIMES M

SERVICES CONTRACTS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong and Sailings for S'hai & Japan	Pro. Sailings from Hongkong for M'les
ANGERS	—	—	3rd Mar.
CHILI	—	—	16th Mar.
PORRHOS	—	—	30th Mar.
AMAZONE	7th Feb.	11th Mar.	13th April
ANGKOR	21st Feb.	25th Mar.	27th April
CHAMBORD	6th Mar.	8th Apr.	11th May

RATES OF PASSAGE MONEY TO MARSEILLES.
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S.S. "Dr. P. BENOIT" from Dunkirk, London, Havre, is due to arrive about the 1st of March.

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NYK

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YOKOHAMA M. Sunday, 9th Mar. at 11 a.m.
KAGA MARU Thursday, 3rd Apr.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.
HAKOZAKI MARU Wednesday, 5th Mar. at 11 a.m.
HAKUSAN MARU Wednesday, 19th Mar.

HAMBURG via LONDON & ROTTERDAM.
MATSUYE MARU Second half of March.
LIVERPOOL via MARSEILLES & VALENCIA.
DELAGO MARU Middle of March.

SYDNEY & MELBOURNE via Manila, etc.
TANGO MARU Wednesday, 19th Mar. at 11 a.m.
YOSHINO MARU Wednesday, 16th Apr.

NEW YORK and/or BOSTON via PANAMA.
LIBSON MARU Saturday, 22nd Mar.
BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU Second half of April.

BOMBAY via Singapore & Colombo.
MURORAN MARU Saturday, 1st Mar.
LIMA MARU Monday, 10th Mar.

CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU Tuesday, 4th Mar.
WAKASA MARU Tuesday, 11th Mar.

NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU Thursday, 13th Mar.
SHANGHAI, KOBE & YOKOHAMA.

SADO MARU Saturday, 1st Mar.
YURI MARU Wednesday, 5th Mar.
KANO MARU Wednesday, 12th Mar.

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FOR NEW YORK & BOSTON via SUEZ.
S.S. "EGREMONT CASTLE" Sailing on or about 3rd Mar.

LYOED TRIESTINO.
Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

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VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 1924.

FOR SHANGHAI, YOKOHAMA & KOBE.
S.S. "VENEZIA" Sailing on or about 3rd Mar.
S.S. "GERTY" Sailing on or about 12th Mar.

For BRINDISI, VENICE & TRIESTE.
via Singapore, Penang and Colombo.
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NATAL LINE OF STEAMERS.
FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMONA" Sailing from Calcutta on or about 12th Mar.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.
For Freight or Passage on any of the above Lines apply to—
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AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hongkong for M'les, S'hai, Thra. Is & A'lian Ports
CHANGSHA	15th Mar.	20th Mar.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 36. Agents.

Projected Sailings from Hongkong
Subject to alteration.
City of Pekin 2nd Mar. London, Rotterdam & Hamburg.
City of York 30th Mar. M'les, London, R'dam & H'burg.

PASSENGER SERVICE.
City of York 30th Mar. Marseilles, London, etc.
City of Cairo 18th Apr. do.

FARES TO LONDON.
Single 1st Class A 298. B 284. 2nd Class A 163. B 156.
Return 1st Class A 2161. B 2147. 2nd Class A 2108. B 2094.

Cargo Steamers Saloon Passage £56.
For further particulars apply to
HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.
CANTON Tel. Central 720.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

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ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailing.

MANILA via Mop. Sailing. 1st Mar. at 11 a.m.

KOBE via Mop. Sailing. 1st Mar. at 5 p.m.

HAIPHONG via Hoibow & Pakhoi. Sailing. 2nd Mar. at 10 a.m.

SAIGON via Hoibow & Pakhoi. Sailing. 3rd Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 4th Mar. at 7 a.m.

HANGKOK via Swatow & Amoy. Sailing. 4th Mar. at 10 a.m.

TIAO via S'hai & S'hai. Sailing. 5th Mar. at 7 a.m.

TIENSIN via S'hai & S'hai. Sailing. 5th Mar. at 10 a.m.

KOBE & Mop. Sailing. 6th Mar. at noon.

SHANGHAI via Swatow & Amoy. Sailing. 7th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 7th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 8th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 8th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 9th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 9th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 10th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 10th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 11th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 11th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 12th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 12th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 13th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 13th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 14th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 14th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 15th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 15th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 16th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 16th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 17th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 17th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 18th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 18th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 19th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 19th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 20th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 20th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 21st Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 21st Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 22nd Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 22nd Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 23rd Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 23rd Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 24th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 24th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 25th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 25th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 26th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 26th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 27th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 27th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 28th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 28th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 29th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 29th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 30th Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 30th Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 31st Mar. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 31st Mar. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 1st Apr. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 1st Apr. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 2nd Apr. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 2nd Apr. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 3rd Apr. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 3rd Apr. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 4th Apr. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 4th Apr. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 5th Apr. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 5th Apr. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 6th Apr. at 7 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 6th Apr. at 10 a.m.

SHANGHAI via Swatow & Amoy. Sailing. 7th Apr. at 7 a.m.

SHANGHAI via Sw

